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No. 20,369 第二萬零三百六十九號 日六廿月八年玄癸 HONGKONG, SATURDAY, OCTOBER 6TH, 1923. 六拜禮 號六月十年二十國民華中 PRICE, $3 PER MONTH

INTIMATIONS

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PEAK TRAMWAYS CO., LIMITED.

TIME-TABLE.

WEEK DAYS.

7.00 a.m.,	7.10 a.m.
7.30, „ to 8.00 „	every 15 minutes } Stopping
8.00 „ to 8.20 „	„ 10 „ }
8.30 „	Non Stop
8.37 „	Stopping
8.47 „	Non Stop
8.54 „	Stopping
9.04 „	Non Stop
9.11 „	Stopping
9.20 „	Stopping
9.30 a.m. to 11.00 „	every 10 minutes } Stopping
11.30 „ „ 12.30 p.m. „	15 „ }
12.40 „	Non Stop
12.47 „	Stopping
12.57 „	Non Stop
1.04 „	Stopping
1.13 „	Non Stop
1.20 „	Stopping
1.30 p.m. to 4.00 „	every 10 minutes } Stopping
4.00 „ to 4.30 „ „	15 „ }
4.30 „ to 6.30 „ „	10 „ }
6.40 „	Non Stop
6.47 „	Stopping
6.57 „	Non Stop
7.04 „	Stopping
7.13 „	Non Stop
7.20 „	Stopping
7.30 „	Non Stop
7.37 „	Stopping
7.47 „	Non Stop
7.54 „	Stopping
8.03 „	Non Stop
8.10 „	Stopping

SUNDAYS.

7.00 a.m.,	7.10 a.m.
7.30 a.m. to 9.30 „	every 15 minutes } Stopping
9.30 „ „ 11.00 „	„ 10 „ }
11.15 „ „ 12.00 noon „	„ 15 „ }
12.00 noon „ 1.00 p.m. „	„ 10 „ }
1.00 p.m. „ 2.30 „	„ 15 „ }
2.30 „ „ 4.30 „	„ 10 „ }
4.30 „ „ 5.3 „	„ 15 „ }
5.30 „ „ 6.30 „	„ 10 „ }
6.40 „	Non Stop
6 47 „	Stopping
6.57 „	Non Stop
7.04 „	Stopping
7.13 „	Non Stop
7.20 „	Stopping
7.30 „	Non Stop
7.37 „	Stopping
7.47 „	Non Stop
7.54 „	Stopping
8.03 „	Non Stop
8.10 „	Stopping

SATURDAYS:

Extra Car—12 midnight.

NIGHT CARS—WEEKDAYS AND SUNDAYS
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 1.00 p.m. every 30 minutes } Stopping
1.15 „ „ 11.45 „ „ 15 „ }

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ALEXANDRA BUILDINGS.
Hongkong, 1st June, 1923. [685

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.		A.M.	A.M.	A.M.	NOON	P.M.		P.M.	P.M.	P.M.	P.M.
Kowloon dep.	6.41	7.10		8.35	9.15	10.28	12.00	1.18		2.52	4.34	5.27	7.09
Yaumati dep.	6.51	7.18		...	9.25	10.38	12.09	1.27		3.01	4.43	5.37	7.20
Shatin dep.	7.03			...	9.38	10.50	12.21	1.39		3.13	4.55	5.50	7.32
Taipo dep.	7.17			9.02	9.52	11.03	12.34	1.52		3.26	5.08	6.03	7.45
Taipo Market ...dep.	7.22			...	9.57	11.08	12.38	1.56		3.30	5.12	6.07	7.49
Fanling dep.	7.33			...	10.08	11.19	12.48	2.06		3.40	5.23	6.17	7.59
Sheung Shui ...dep.	7.38			9.13	10.13	11.23	12.53	2.10		3.44	5.27	6.21	8.03
Shum Chun arr.	7.44			9.19	10.19	11.29	12.58	2.16		3.50	5.33	6.27	8.09
Shek Lung arr.	...			...	2.22		4.38						
Canton arr.	...			...	5.04	...	...	...		...	...	...	...

	A.M.	A.M.	A.M.		A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Canton dep.		...	...		...	...	...	...	8.45	...	...	...
Shek Lung dep.		...	...		...	...	...	9.30	11.45	...	...	...
Shum Chun.....dep.		7.22	8.06		9.28	10.37	11.40	2.58	4.36	5.12	6.05	6.30
Sheung Shui ...dep.		7.29	8.13		9.34	10.44	11.47	3.05	4.44	5.19	6.12	6.37
Fanling dep.		7.33	8.18		9.38	10.48	11.51	3.10	4.49	5.23	6.17	6.41
Taipo Market ...dep.		7.43	8.29		9.48	10.58	12.02	3.21	5.01	5.33	6.27	6.51
Taipo dep.		7.47	8.34		10.12	11.03	12.07	3.27	5.08	5.37	6.31	6.55
Shatin dep.		8.00	8.47		10.25	11.16	12.21	3.40	5.23	5.50	6.44	7.08
Yaumati dep.	7.27	8.14	8.59		10.38	11.28	12.34	3.53	5.37	6.02	6.56	7.20
Kowloon arr.	7.35	8.23	9.09		10.46	11.36	12.42	4.01	5.45	6.10	7.04	7.28

Sundays only. Sundays & Public Holidays o. Sundays & Public Holidays only. Sundays & Public Holidays only.

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fanling ...dep.	7.45	11.30	2.20	6.20	Shataukok. dep.	6.30	10.15	1.05	5.00
Shataukok ...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from Messrs. THOS. COOK & SON, HONGKONG, or from THE AMERICAN EXPRESS COMPANY, HONGKONG.

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ADMINISTRATION OF NIGERIA.

THE GOVERNOR'S REPLY.

STEPS TAKEN TO GRANT REFORMED CONSTITUTION.

Sir Hugh Clifford, Governor of Nigeria, speaking at a banquet given in his honour on August 27th, by the African Trade section of the Liverpool Chamber of Commerce, replied to comments by Lord Leverhulme at the annual meeting of the Niger Company on administrative affairs in West Africa.

He said that during the last few days he had found to his great regret that he and his administration had been held up to public execration or contumely. West Africa, like the rest of the world, had suffered from very great depression in trade, but it was not in any way peculiar in that respect. While they must all sympathize very much with the Niger Company in any disappointment it had experienced, and while they all hoped most sincerely that the Company would find itself, like other companies, returning to the list of dividend payers, he could not agree that all its misfortunes arose from something radically wrong with West Africa.

He did not believe that there was anything radically wrong with West Africa. The depression, there was largely due to the depression from which trade was suffering all over the world. Lord Leverhulme had said that in West Africa they had not got the British Constitution. With all due deference to Lord Leverhulme that was not a novel discovery. An attempt to convert West Africa into a self-governing Dominion at the present time would not add to the security of English capital there or to the expansion of their commerce. If the suggestion of adopting Dominion government in Nigeria were followed up to its logical conclusion he doubted very much whether many of the gentlemen interested in West African commerce would find the solution, if it were a possible one, a satisfactory one. Lord Leverhulme further told them that rule in West Africa was by autocratic and bureaucratic officials, and that owing to the war they had obtained a new lease of life for their unrestrained sway. Lord Leverhulme was a new arrival in British West Africa, and, therefore, it was possible that some of the recent history of those colonies had escaped his attention.

Both in the Gold Coast Colony and Nigeria steps had been taken to grant reformed Constitutions. Lord Leverhulme was under a misapprehension if he thought that the Governors of the West African Colonies were not far less restrained now than before the war. As to the demand for the abolition or reduction of export on West African products, a reduction of those duties would be made as soon as the financial conditions of the Colony of Nigeria would permit of it.

TOWERS OR PYRAMIDS.

A SINGAPORE COMMENT ON SKYSCRAPERS.

The gigantic structures on Collyer Quay, says the *Singapore Free Press*, now being built in ferro-concrete for the Union Insurance of Canton and the Hongkong and Shanghai Bank are rearing their heads blunt to the sky and the people of Singapore are beginning to have an idea of what a sky-scraper is. Perhaps some of those who were with the Municipal Commissioners in sanctioning the additional height for building on the sea front will be wondering whether, after all, there was not something in the idea of the Town Planner that such high buildings would shut in the air from the buildings at the back and make Battery Road property less desirable, even for offices, than it has hitherto been. It is not possible to determine what the effect of the narrow alleys will have in the formation of cyclones with the wind in one direction and dead air when there is no wind. The effects will have to be carefully watched and noted for future policy. Meanwhile it is interesting to note that there is a changed policy in New York, to be noticed in the design of the new Socony buildings and commented on by an American architect in the *Times*. It was an American who spoke in the discussion on proposed modifications of the London building laws and said that high buildings in London were absolutely unpractical, and the writer of the article in the *Times*, though an Englishman, has designed many of America's great buildings, and says that the limit has been reached by the sky-scrapers of the States and that the limiting zoning law now enforced in several American cities was adopted not a moment too soon. If there is no danger of the front of the structure on Collyer Quay creating a narrow gully on the sea side, there is a very real danger of overshadowing in the rear, which would be avoided by substituting the pyramid for the rectangle. That is a point that will have to be carefully watched also in the new Municipal Offices. At the rear they overshadow a number of old-fashioned buildings. The two big hotels have at the back of them a rookery of low dark buildings eminently suited to encourage the diseases of filth and darkness, which would astonish those who dwell in the hotels, if they knew of their proximity. The Tower of Babel has gone. The Pyramids last. It may be so in architecture. We ought not to be indifferent to the general interests of landlords and impose on those building inland setback regulations which we disregard for business premises.

CURE FOR CRIMES OF VIOLENCE.

Officials at San Francisco believe they have found the long-sought psychological deterrent to crimes of violence by arming policemen with shot-guns and automatic rifles, and instructing them "to shoot to kill." Similar action was taken two months ago (writes the *Daily Telegraph's* New York correspondent on August 26th), and crime rapidly declined, but there was a public protest, and the order was withdrawn. Almost immediately there was a new outbreak of robberies, daylight hold-ups, and vicious attacks, until the number of such crimes over last week-end totalled fifty. The "shoot to kill" order was hurriedly revived, and the number of crimes reported last Saturday and Sunday was only two.

GYROSCOPES FOR WARSHIPS

APPARATUS TO PREVENT "ROLLING."

Important experiments are being made at Chatham with a gyroscopic instrument designed to abolish the rolling of warships. The apparatus, for which great things are claimed by the inventor, has been fitted to a ship in the Chatham Dockyard, and a novel method has been employed during the preliminary tests. Platforms have been constructed enabling parties of men to run on and off the ship, which lies moored in one of the basins. In this way artificial rolling is set up, for, as every nautical man knows, a vessel is surprisingly sensitive to the movement of a number of people from one side to the other. Thorough tests are to be made with the gyroscope at sea. It is generally agreed that if the invention proves a success it will have an almost revolutionary effect on naval warfare, because one of the greatest difficulties which the naval gunner has to encounter at present is the continual rolling of the ship. By the introduction of large bilge keels and other improvements in design naval architects have been able to reduce the rolling very considerably during the last few years, but many difficulties have presented themselves. The modern battleship is so enormously heavy that once she starts rolling a long time elapses before she recovers her normal balance.

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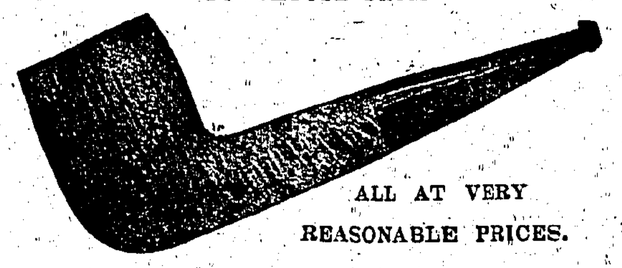
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[61

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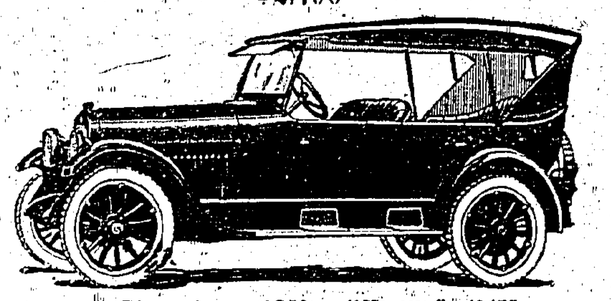
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"Gulbransen" Piano-Player ($950); "Neracar" ($475); "York" Brunswick Phonograph ($400); "Singer" Electric Sowing Machine ($250); "Gecophone" Radio Set (£25), and 44 other Prizes.

TICKETS are Now on Sale at Various Clubs, &c. They may be al o be obtained at the Hongkong Hotel Garage.

PRIZES to be Drawn for on Night of the "Al Fresco" Fete—2nd DECEMBER, 1923.

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1160]



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Cures Coughs, Colds, Croup, Sore Throat, Hoarseness, Bronchitis, Whooping Cough and all Throat Diseases.

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HONGKONG WEEKLY SHARE REPORT.

Messrs. Benjamin & Potts, of Hongkong, in their weekly share report dated October 5th, state:—

Since our last Report of September 28th, the local market has been moderately active, and rates well maintained. The feature of the week has been the steady demand for Investment stocks with further advance in prices.

The market in the North has been steady and except for a slight improvement in Shanghai Cottons there is but little alteration on the week.

Banks.—Hongkong and Shanghai Banks have been done in fair quantities at $1,100/1,110 and close with buyers at the former rate. They are quoted in London £124 (middle).

Marine and Fire Insurances.—Unions have been placed up to $234. Cantons at $647½ mark a further rise. Hongkong Fires have again stiffened and are saleable at $300. North Chinas are wanted at Tls. 140 and Yangtszes at $27½. China Fires have receded to $131.

Shipping.—Hongkong, Canton and Macao Steamboats have been negotiated to a fair extent up to $43½ and are wanted at the close at $44. Douglas Steamships are enquired for at $60 ex the dividend of $6 per share just paid. Hongkong Tugs have come to business at $1/1.15. Star Ferries are steady at $54.

Refineries.—China Sugars after sales at $223 have eased off to $221. Malabons spurted to $61½ during the week but have since lapsed to a nominal quotation.

Oils and Mining.—Langkats were dealt at Tls. 36 at the outset, but close with buyers at Tls. 35. Kailans are enquired for a 64/6 and Tronohs at 29/-. "Shells" at 70/- and Raubs at $5 have not moved.

Electric Companies.—Hongkong Electrics have been the medium of a fair amount of business at gradually hardening prices up to $32½. A fair demand for Hongkong Trams has lifted the price to $24. China Lights (Old) have again changed hands at $14.85.

Docks, Wharves and Godowns.—Hongkong and Kowloon Wharves have steadily advanced to $158. Hongkong and Whampoa Docks were sold at $154½ but close easier. Shanghai Docks have fluctuated between Tls. 95 and Tls. 96, and at the time of writing shares are obtainable at Tls. 94. There have been no movements in New Engineerings at Tls. 7½ and Hongkews at Tls. 196.

Lands, Hotels and Buildings.—Transactions were effected in Hongkong Hotels (Old) in the early part of the week at $26, but the market has since firmed up to $27. Kowloon Lands have strengthened to $85½. Princes Buildings are wanted at $125 and Hongkong Realty's at $2.50. Hongkong Lands displayed great buoyancy in the beginning of the week, but a reaction soon set in culminating in business being done at $86½.

Cotton Mills.—Ewos have eased somewhat and after sales at Tls. 13.70 they are to be had at Tls. 13.60. Shanghai Cottons shew an improvement on the week. After touching Tls. 86½ they were dealt in at Tls. 85, but the market has since recovered and buyers prevail at Tls. 86. Orientals are steady at Tls. 5.10.

Miscellaneous.—China Providents have been taken off the market at $24½/25, but the demand has slackened at the close. Deals have been made in Dairy Farms at $23½/23½. Green Island Cements have developed weakness and have been sold at $26½. Hongkong Ropes have been put through at $40. Peak Trams (Old) have been bought at $14.80/5 and Engineering Constructions at $84/84½. Watsons have been placed at $23.

Forward Settlement Days.—October 26th (Friday), November 27th (Tuesday), and December 20th (Thursday), 1923.

Exchange.—The T.T. selling rate on London to-day is 2/3½ and on Shanghai 73½.

ANOTHER ARMS CASE.

A BRAND NEW REVOLVER.

Giving evidence in an arms case at the Magistracy, yesterday afternoon, before Mr. C. D. Melbourne, an Indian guard told a story of how he arrested a Chinese as he was leaving the s.s. *President McKinley* with a brand new revolver in his possession. He said that on the morning of the 1st inst., at about 5.30 o'clock, he was on duty on the Kowloon wharf where the s.s. *President McKinley* was lying. He saw a Chinese cook coming down the gangway towards him. Witness searched him and found the revolver and a box of ammunition tied to his waist. The guard took the cook before the ship's Captain and later to the Central Police Station.

The defendant told the Magistrate that he bought the firearm in America, intending to take it out to his native village for the purpose of seeking out some robbers who had kidnapped his wife.

The case is one for committal to the Criminal Sessions, but it was adjourned until this morning in order that the formal evidence of the Sergeant in charge of the Arms Register may be taken.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS

October 5th, 1923.

Hongkong and Shanghai Banks	$1,100 b.
Canton Insurances	$647½ b.
Union Insurances	$232 b.
Hongkong Fire Insurances	$300 b.
China Sugars	$221 b.
Kowloon Wharves	$158 b.
Shanghai Docks	Tls. 93 b.
New Engineerings	Tls. 7½ b.
Hongkong Lands	$86½ b.
Hongkong Hotels	27 b.
Shanghai Cottons	Tls. 86½ b.
Cements	26½ b.
China Providents	24½ s.
Dairy Farms	$23½ b.
Hongkong Trams	24 sa.

b.—buyers; s.—sellers; sa.—sales.

TIED TROUSERS.

[FROM QUEEN'S COLLEGE MAGAZINE.]

Our worthy Headmaster sent round a command
Saying: "Loose flowing trousers in Q.C. are banned,
And trouble and pain will accrue to the hide
Of the lad who dare come with his trousers untied."

And so now every day as we enter the school,
We all fasten our trousers according to rule,
But recess sees each scholar bend down with elation,
Untie the vile bands, and restore circulation.

For fifteen brief minutes we romp in our glee,
Our bands in our pockets, our trouser-ends free,
And even the prefects delight in the pleasure
Of freedom from that most iniquitous measure.

But the laws of Q.C. are obeyed to the letter,
So again we bend down and our trousers enfetter,
And thus we are chained till a quarter-to-one.
Then swifter than lightning each band is undone.

The afternoon school sees the same thing again,
In summer, in winter, in sunshine, in rain.
And so we get more exercise every day
Than the physical class at the Y.M.C.A.

So you see despite all the complaints of the grousers,
It is good for the school-boy to fasten his trousers,
And though trousers thus tied may be less hygienic,
You'll admit that the edict has proved Callisthenic.

W.K.

The American end of the new Commercial Cable Company's cable was laid on August 29th at Far Rockaway, Long Island, and the British end was laid on August 31st at Weston-super-Mare. Three British cable ships are engaged on the work of laying this, the largest cable in the world. In its construction 4,000,000lb of copper, 1,800,000lb of guttapercha, and some 80,000 miles of iron and steel wire were used.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—7th October, 1923, 19th Sunday after Trinity.

Holy Communion (8 a.m.); Children's Service (10 a.m.): Hymns, 4, 217, 333; Matins (11 a.m.); Responses, Ferial; Venite, Tucker (18th day); Psalms, 111, 112, 113; Te Deum Russell, Jones, Pye; Benedictus, Langdon Hymn, 251, 160

N.B.—Psalm 111, verses 1, 2, 7, 8 in unison.
Psalm 112, verses 1, 2, 5, 4 in unison.
Psalm 113, verses 1, 5, C. P. in unison.

Holy Communion (12 noon); Evensong (6 p.m.): Responses, Ferial; Psalms, 120, 121, 272, 193; Magnificat, Smart; Nunc Dimittis, Barnby; Hymns, 224, 261, 20.

[115

Union Church (Kennedy Road).—Sunday Services, October 7th, 1923.

Morning Service at 11 o'clock.
Hymns: 127, 738, 396, 205.
Evening Service at 6 o'clock.
Hymns: 152, 393, 271, 310.
Preacher:—Rev. J. Kirk Maconachie.
Tuesday: Literary Club. Opening Concert at 9 p.m.
Gilbert & Sullivan Evening arranged by Mr S. Collett.

[1589

First Church of Christ Scientist, MacDonnell Road (below Bowen Road Tram Station).—Sunday, 11.15 a.m. Wednesday, 5.45 p.m. [193

THE NEW FRENCH REMEDY.

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

No. 1 for Kidney Ailments. No. 2 for Blood Diseases. No. 3 for Chronic Weaknesses.

SOLD BY LEADING DISPENSERS THROUGHOUT FRANCE AND ABROAD.

THE WORD MARKED WITH THE ☞ IS THE TRUE AND GENUINE THERAPION. BE SURE YOU ASK FOR IT.

CLOTHES

MAY NOT MAKE THE MAN BUT USED RIGHTLY THEY CERTAINLY HELP.

WE WILL KEEP

YOUR WHOLE WARDROBE

IN GOOD CONDITION FOR LESS THAN THE PRICE OF ONE NEW SUIT.

EVERY GARMENT THOROUGHLY STEAM PRESSED (AFTER GENUINE DRY-CLEANING) BY EXPERIENCED TAILORS.



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YE OLDE PRINTERIE, Ltd., Queen's Road.

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from Mon. Oct. 1st, to Sat., Oct. 6th.

ALL BIG BARGAIN DAYS

Shawls, Hand-made Laces, Drawn and Embroidered Handkerchiefs, Beaded Articles and Necklaces. No better opportunity will be afforded to secure delightful presents.

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FRENCH NATURAL MINERAL WATER

VICHY CELESTINS

In bottles, half and splits

for Gout, Diabetes, Rheumastism, Gravel, Arthritis

VICHY-ETAT PREPARATIONS

VICHY-ETAT SALT Natural salt from the waters. In tins and bottles.
VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS to make your own digestive aerated water.

Refuse substitutes.

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THE FAR EAST OXYGEN AND ACETYLENE CO., LTD.



DEALERS and MANUFACTURERS of Oxygen, Acetylene, Carbonic Acic, Ammoniac, Anhydrous sulpurous gases, Carbide of Calcium, Motor Cycle acetylene tanks, and all necessary equipment for low and high pressure autogenous welding.

Autogenous welding of all metal by Oxy-Acetylenic and Electric processes.

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Prompt refilling at moderate prices of all kinds of Motor Cycle acetylene tanks.

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SHIPBUILDERS AND ENGINEERS

London, Southampton and Basingstoke.

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.
TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS.
MARINE AND STATIONARY OIL ENGINES 8 TO 80 B.H.P.
MOTOR VEHICLES 2 TO 6 TONS.
WATER-TUBE BOILERS

FOR QUOTATION, APPLY—
ROBERT DOLLAR BUILDING,
SHANGHAI.

HENRY HEATH HATS

— FOR AUTUMN AND WINTER —

JUST UNPACKED



A finer assortment of Smart Styles you never saw than these New Hats —— and such quality.

Hats to suit men of all ages, build and features.

Mackintosh & Co., Ltd.,

Men's Wear Specialists.

Alexandra Building. Des Vœux Road.

WHITE PINE

COUGH SYRUP

WILL

STOP YOUR COUGH

It contains Soothing Balsams and Astringent Principles

GOOD FOR YOUNG AND OLD.

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

YEE SANG FAT CO.

JUST RECEIVED

A Large Assortment of

WARDROBE and CABIN TRUNKS

SUIT CASES and TRAVELLING RUGS

All at Reasonable Prices.

Latest Styles

WATER PROOF RAINCOATS

FOR

Gents Ladies and Children.

YEE SANG FAT CO.

There's
no "IF"
about

Conklin's

Self-Filling
Fountain Pen

It's a Pen that
Writes Right.

THE WING ON CO., LTD.

The Home of Value.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held in the Council Chamber on Thursday afternoon. There were present:—

His Excellency the Governor (Sir R. E. Stubbs, K.C.M.G.).

His Excellency the Officer in Command of the Troops (Major-General Sir John Fowler, K.C.M.G., C.B., D.S.O.).

Hon. Mr. A. G. M. Fletcher, C.M.G., C.B.E. (Colonial Secretary).

Hon. Mr. J. H. Kemp, K.C., C.B.E. (Attorney-General).

Hon. Mr. Mck Messer, O.C.E. (Colonial Treasurer).

Hon. Mr. E. R. Hallifax, C.B.E. (Secretary for Chinese Affairs).

Hon. Mr. E. A. Irving (Director of Education).

Hon. Mr. H. T. Creasy (Director of Public Works).

Hon. Mr. H. E. Pollock, K.C.

Hon. Mr. P. H. Holyoak.

Hon. Mr. Chow Shou-son.

Hon. Mr. A. O. Lang.

Hon. Mr. A. R. Lowe.

Hon. Mr. R. H. Kotewall.

Mr. S. B. B. McElderry (Clerk of Councils).

NEW MEMBER.

Mr. R. H. Kotewall took the oath and his seat as a representative of the Chinese community in succession to the Hon. Mr. Chan Sin-ki, resigned.

MINUTES.

The minutes of the last meeting were approved and signed.

QUESTIONS.

The Colonial Secretary replied to a series of questions put by the Hon. Mr. Lowe. Questions and answers were published in our yesterday's issue.

PAPERS.

The Colonial Secretary, by command of H.E. The Governor, laid upon the table Financial Minute relating to re-distribution of unexpected balances of Public Works Department Votes for the year 1923; Report of Housing Commission; and the Quarterly Return of Excesses on sub-heads met by savings under heads of expenditure.

FINANCE.

The Colonial Secretary, by command of H.E. The Governor, laid upon the table Financial Minutes Nos. 82 to 85 and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded and the motion was agreed to.

The Colonial Secretary, by command of H.E. The Governor, laid on the table a Financial Minute relating to the re-distribution of unexpended balances of Public Works Department votes for the year 1923, and moved that it be referred to the Finance Committee.

The Colonial Secretary, also by command of H.E. The Governor, laid on the table Report of the Finance Committee (No. 11) and moved that it be adopted.

The Colonial Treasurer seconded and the motion was agreed to.

APPROPRIATION ORDINANCE FOR 1924.

The Colonial Secretary moved the first reading of a Bill intituled An Ordinance to apply a sum not exceeding $19,897,302 to the Public Service of the year 1924.

H.E. The Governor's review of the Budget was published in our yesterday's issue.

PREVENTION OF FIRE.

The Attorney-General moved the second reading of the Bill intituled An Ordinance to make better provision for the prevention of fire in premises where raw celluloid or cinematograph film is stored or used.

The Colonial Secretary seconded, and the motion was agreed to.

The Council went into Committee to consider the Bill clause by clause, and on Council resuming the third reading of the Bill was formally moved and seconded, and agreed to, the Bill passing into law accordingly.

CLOSING OF STREETS.

The Attorney-General moved the second reading of the Bill intituled An Ordinance to provide for the closing, narrowing and diverting of streets, and for the alteration of the levels of streets.

The Colonial Secretary seconded, and the motion was agreed to.

The Bill was afterwards considered in Committee clause by clause and on Council resuming the Bill was read a third time and passed into law.

THE ADJOURNMENT.

H.E. The Governor: Gentlemen, It is customary to leave some time for consideration of the Finance Bill before reading it a second time. A fortnight is the usual time. There would be no objection to three weeks, if desired, but any period beyond that will cause slight inconvenience. There is quite an amount of minor business to be disposed of and I propose, therefore, we meet at 2.30 this day week. The Bill dealing with fraudulent transfers of businesses will be ready for consideration next week. If members agree we can take the Finance Bill the following week.

The Hon. Mr. Pollock: I think a fortnight will be sufficient.

H.E. The Governor: The Council will adjourn until this day week.

FINANCE COMMITTEE.

A meeting of the Finance Committee was afterwards held, the Colonial Secretary presiding.

A BOTANICAL AND FORESTRY DEPARTMENT VOTE.

The Clovernor recommended the Council to vote a sum of $840 in aid of the vote Botanical and Forestry Department, Other Charges, Maintenance of Gardens and Grounds.

The Chairman: This is for relaying the tennis court at the Puisne Judge's house on the Peak.

Approved.

THE YAUMATI FERRY SERVICE.

The Governor recommended the Council to vote a sum of $85,000 in aid of the vote Miscellaneous Services.

The Chairman: This is in respect of the old Yaumati Ferry. When it was decided to control these ferries that service was put up to tender and the Company which was then running it was dispossessed. There has been considerable correspondence since as to damage done, as to depreciation of launches in particular and the price we paid for the piers. The piers were their property, but on temporary permit, and we had the right to resume them. The matter has been to the Secretary of State and thoroughly thrashed out and this amount ($85,000) has been accepted in full settlement.

Approved.

BONUSES FOR INTERPRETERS AND TRANSLATORS.

The Governor recommended the Council to vote a sum of $500 in aid of the vote Miscellaneous Services, Bonuses for Interpreters and Translators.

The Chairman: There is an annual vote of $1,100. The younger Clerks in the services are encouraged to qualify for these posts, and there has been a very good response and this sum is required.

Approved.

THE VOLUNTEER CAMP.

The Governor recommended the Council to vote a sum of $4,500 in aid of the vote Military Expenditure, B.—Volunteer Defence Corps, Other Charges, Camp Expenses.

The Chairman: This is the Camp which was held in January. It exhausted the vote of $4,000 and this is for the Camp to be held this November.

Approved.

P.W.D. UNEXPENDED BALANCES.

The Committee considered the Preliminary List embodied in the Financial Minute relating to redistribution of unexpended balances of Public Works Department votes for the year 1923.

The Chairman said: The Department now know what works they can carry out and approximately what they can spend and the money has been redistributed accordingly.

Approved.

PUBLIC WORKS DEPARTMENT EXPENDITURE.

PARTICULARS FOR A DECADE.

The following schedule was furnished by the Government at the Legislative Council on Thursday at the request of the Hon. Mr. A. R. Lowe:—

Year	Personal emoluments and other charges.	Annually re-current works.	Total emoluments and re-current charges.	Estimates for Extraordinary Works.	Actual cost of Extraordinary Works.	Percentage of actual to estimated extraordinary works.
1911	388,408.12	795,319.02	1,089,400.00	807,181.00		
1912	314,090.96	763,227.10	1,077,318.06	1,051,840.43		
1913	307,111.52	967,387.76	1,274,499.28	1,947,680.34		
1914	414,610.67	1,147,980.00	1,562,590.67	1,639,534.73		
1915	395,700.76	1,693,300.00	2,089,000.76	1,830,882.01		
1916	401,303.44	938,148.70	1,339,452.14	1,246,871.76		
1917	402,772.20	2,239,785.00	2,642,557.20	1,012,835.28		
1918	375,892.62	1,370,400.00	1,746,292.62	1,578,140.12		
1919	391,382.64	1,045,400.00	1,436,782.64	2,235,003.95		
1920	498,867.76	1,012,880.63	1,511,748.39	3,555,877.60		
1921	651,599.00	1,049,882.38	1,701,481.38	4,967,400.00	3,003,623.11	60.47%
1922	821,574.80	1,071,946.30	1,893,521.10	6,011,300.00	3,575,695.10	54.08%
1923				3,575,695.10		

THE PORTUGUESE REPUBLIC

YESTERDAY'S RECEPTION.

Yesterday was the anniversary of the establishment of the Portuguese Republic, and those members of the Portuguese community in Hongkong who were enabled to do so celebrated in a manner worthy the occasion. The Portuguese Consul-General, Senhor Albuquerque a Castro, held a reception at the Club Lusitano in the morning, which was largely attended by his own countrymen, and members of the Hongkong Government and Consular body. Amongst those who put in an appearance were Captain Neville, R.M.L.I. (representing His Excellency the Governor), the Acting Colonial Secretary (Hon. A. G. M. Fletcher), Major General Sir John Fowler, and his A.D.C., Commodore Grace and his A.D.C., the Attorney General (Hon. Mr. J. H. Kemp), the Secretary for Chinese Affairs (Hon. Mr. E. R. Hallifax), Bishop Pozzoni, and several of the Consuls. Last night a ball was held at the Club Lusitano, and to-day a sports meeting for Portuguese children, to be followed by a dance, will be held at the Club de Recreio.

SPORT.

FOOTBALL.

TO-DAY'S FIXTURES.

HONGKONG LEAGUE.

Division I.—Kick off 4.45 p.m.

King's Regt. v. Kowloon, Sookunpoo "A" ground. Referee, Mr. Spence.

Hongkong Police v. R.G.A., Railway ground, Kowloon. Referee, Mr. Wright.

H.M.S. *Tamar* v. H.M.S. *Diomede*, Sookunpoo "B" ground. Referee, Mr. Tildesley.

Division II.—Kick off 3.30 p.m.

Diomede Reserves v. South China "B," Sookunpoo "B" ground. Referee, Mr. Wakeham.

King's Reserves v. South China "A," Sookunpoo "A" ground. Referee, Mr. Bailey.

Club de Recreio v. St. Joseph's, Railway ground, Kowloon. Referee, Mr. Lavender.

The King's teams for to-day are:—

At Sookunpoo against Kowloon.—Blacoe; Wynne and Williams; Newton, Hodgson and Barlow; Burnett, Williams, Lieut. Jones, Dyer and Beesley.

At Sookunpoo against South China "A."—Holland; McCaa and Crummey; Jones, Critchlow and Hayter; Stewart, Moran, Dangerfield, Moore and Crotty.

KOWLOON F.C. v. KING'S REGT.

The following have been selected to represent Kowloon F.C. in their 1st Division engagement with the King's on Sookunpoo "A" ground, to-day:—Hill; Wheeler and Knight; Morrison, McKelvie and Pasco; Clemo, Spary, Cooke, Duncan and Mason.

GARRISON COMPETITION.

Only three days' football was played in this competition during the week, football giving place on Thursday to the final of the Garrison Tennis Doubles.

On Monday 27th Company R.A.M.C. recorded their first victory at the expense of 83rd Company R.G.A. and the same afternoon "A" Company King's made a very creditable draw with H.Q. "B" team.

On Tuesday "D" Company King's beat 88th Company R.G.A. by 6 to nil and H.Q. "A" team beat 94th Company R.G.A. by 3 to 1.

The following unplayed fixtures have been recorded as wins for the undermentioned teams:—

"C" Co. King's	1	27thCo.R.A.M.C.	0
H.Q. "B" King's	1	94th Co. R.G.A.	0

The league table including these results is as under:—

	P.	W.	L.	D.	F.	A.	Pts.
H.Q. "A"	5	5	0	0	22	3	10
"C" Co. King's	5	4	0	1	11	3	9
H.Q. "B"	5	3	0	2	21	5	8
"A" Co. King's	4	3	0	1	10	3	7
"D" Co. King's	5	3	2	0	11	4	6
83rd Co. R.G.A.	4	2	2	0	5	7	4
"B" Co. King's	5	1	4	0	7	12	2
27th Co. R.A.M.C.	5	1	4	0	3	19	2
94th Co. R.G.A.	5	0	5	0	2	12	0
88th Co. R.G.A.	5	0	5	0	2	26	0

This weeks's results are:—

27thCo. R.A.M.C.	2	83rd Co. R.G.A.	1
H.Q. "A" King's	3	94th Co. R.G.A.	1
"D" Co. King's	6	88th Co. R.G.A.	0
"A" Co. King's	2	H.Q. "B" King's	2
"C" Co. King's	3	"B" Co. King's	0
H.Q. "B" King's	10	27thCo.R.A.M.C.	1

GARRISON SCHOOL SPORTS.

ACQUATIC EVENTS AT THE V.R.C.

The annual acquatic sports of the Garrison School were held in the Victoria Recreation Club swimming pool yesterday afternoon. The bath was gaily decorated for the occasion, and the youngsters thoroughly enjoyed the afternoon. At the conclusion of the events the prizes were presented to the winners by Mrs. Blake, wife of Colonel Blake of the King's. Major-General Sir John Fowler was in attendance during the afternoon. The sports were organised by Capt. K. F. Walker, M.C., R.A.M.C., and Sergeant-Major Bagent. Cheers were given for Mrs. Blake and Mr. Harrison.

Results:—

Junior Boys' Race one Length.—1, H. McKay; 2, H. Massey.

Girls' two Lengths' Handicap, Div. IV.—1, Phyllis Hunt; 2, Maude George.

Girls' Race, Div. II., one Length.—1, Doris Hunt; 2, Lily Spanton.

Boys' Race, Div. II., two Lengths.—1, F. Anslow; 2, H. Harris.

Boys' two Lengths' Handicap, Div. IV.—1, N. Hallmark; 2, H. Smith.

Girls' 100 Yards Championship.—1, Rita Patheyjohns; 2, Phyllis Hunt.

Boys' 100 Yards Championship.—1, A. Bliss; 2, H. Smith.

Boys' two Lengths' Handicap, Div. III.—1, G. Harris; 2, L. Allen.

Former Girl Pupils' Race, two Lengths.—1, Miss Prickett.

Team Race.—Maude George's Team.

CRICKET.

SHAMEEN SPORTS CLUB v. HONGKONG C.C.

The following will represent Shameen Sports Club in their match with the Hongkong Cricket Club on Monday next:—H. H. Benson (capt.), P. E. Baskett, S. G. Beare, D. Duncan, H. S. Gordon, S. E. King, F. E. Lammert, V. C. Olive, F. V. Read, J. Rodger and Capt. D. B. Wahl.

TO-DAY'S GYMKHANA MEETING.

PROBABLE STARTERS FOR THE GYMKHANA STAKES.

The first of two Gymkhana meetings takes place at Happy Valley this afternoon. The second one has been fixed for Monday. The past week has been, of course, an anxious one for racing enthusiasts, for with the course in its present unsatisfactory condition a light fall of rain would in all probability have put an end to any prospect of the meeting being held. As it is, we have been blessed with a week's continuous sunshine and this together with strenuous efforts on the part of the Jockey Club stewards, has brought the track into something like a racing condition. Of course, one need not expect records to be broken this afternoon or on Monday. The course is much too heavy for that, and jockeys will have the experience of riding their mounts over a course, of which considerable portions are denuded of grass. In fact, as a final resource, the stewards have been compelled to sand over sections of the track, especially that section leading from the home straight to the football club stands.

The most important race this afternoon is the Gymkhana Stakes. Quite a number of ponies are still in the running for the stakes, Orient Dahlia is the present leader on points. He has five points to his credit, whilst four others (Roman Pride, Petrol King, Yellow River and Speckled Mouse) have four points each. Three of the races for the Stakes have been run off and two others have still to be run. Roman Pride is a hot favourite for the event and with Mr. Gibson up he should come in first, with Starland (Mr. Seth up) a close second and Country Mouse (Mr. Matcham up) third. Backers would, however, do well to keep a close watch on Drake (late Henry VIII.) should he turn out. At present he is without a jockey, but if Mr de Jong can find a suitable rider for him it is quite likely that this pony will upset calculations. The pony comes from Shanghai where he holds the Shanghai record for the nine furlongs distance. He covered the distance at the Spring Meeting in 1922 in 2mins. 20secs. Mr. Sleap rode the pony on that occasion. The probable starters for the Gymkhana Stakes are: Roman Pride (Mr. Gibson), Orient Dahlia (Major White), Starland (Mr. Seth), Petrol King (Mr. Potts), Fern Leaf (Mr. Soares), Bandicoot (Mr. Harriman), Country Mouse (Mr. Matcham), and Yellow River (Mr. Zellensky).

For the sixth race, the Theale Plate, Imbros is a doubtful starter. He is suffering from filled legs caused by age. Should he, however, be in a condition to run he will probably walk away with the race.

The following are a few tips for this afternoon's racing:—

1.—Wokingham Stakes.—1, Bluebottle (late Waterlily); 2, The Gambler (late Slander); 3, Satisfaction Dahlia.

2.—Reading Handicap "A."—7, Drake (late Henry VIII.), 2, Ping Pong (late Roman Warrior); 3, Clover Leaf (late White Cloud).

3.—The Gymkhana Stakes.—1, Roman Pride or Starland; 3, Country Mouse.

4.—Beef Stakes.—1, Roman Law; 2, Hope Dahlia; 3, Sharpshooter.

5.—Reading Handicap "B."—1, Knobkuh Leg; 2, Silvo; 3, Lighting.

6.—Theale Plate.—1, Finvoy; 2, Malvern; 3, Mopoke.

7.—Beckampton Handicap.—1, Diadem Dahlia; 2, Yellow River; 3, Silver Bill (late Austral Boy).

THE BLIND GIRLS AT KOWLOON TONG.

WHAT THEY ARE DOING.

The culminating point of another year's work at the Blind Girls' Institution at Kowloon Tong, was reached yesterday, when the practical results of a year's patient toil were placed on view and offered for sale at the Helena May Institute.

Little is heard by the general public of the good work done by this splendid institution and it is only on such days as yesterday that this benevolent work is given any prominence at all. Those who saw the work of these blind girls yesterday must have marvelled at their ingenuity. It was all hand work and took the form of knitting and embroidery. There were beautifully designed shawls and wraps, quite equal to anything worked on modern machinery. There was also a display of socks, jumpers, sweaters and other warm woolen articles. Hair brushes and clothes brushes, also made by the girls, were in great demand.

During the day many ladies visited the sale and there was a quick disposal of the articles offered. Yesterday's sale represents the efforts of these unfortunate girls to earn their own livelihood. Their efforts, of course, are by no means sufficient to maintain themselves and the Church Missionary Society, under whose wing the Institution comes, would be thankful for any additional support.

During the year there has been a change in the matronship of the Institution. Miss Havers is now in charge, having taken the place of Miss Troon, who is at present on leave in Australia. Amongst the helpers yesterday was Miss Pitts, M.B.E., who had also on exhibition a quantity of work made by small girls under her care and guidance.

HYNGKONG CRICKET CLUB.

ANNUAL MEETING YESTERDAY.

THIRST OR GOOD MANAGEMENT?

The annual meeting of the Hongkong Cricket Club took place in the Club Pavilion yesterday evening. In the absence of Mr. R. H. B. Hancock, the chair was taken by Mr. H. A. Nisbet, who was supported by Messrs. G. R. Sayer, E. R. J. Mitchell, R. E. A. Webster, H. E. Hollands, and the Secretary, Mr. L. S. Greenhill. There was a large attendance of members.

The CHAIRMAN, proposing the adoption of the report and accounts, said:

At first glance the past year's results seem disappointing compared with the previous year, but when one comes to analyze the figures I think that you will agree with me they are not so bad as they appear to be. Subscriptions still exceed the running expenses by some $1,400, although these expenses have increased by over $1,500, owing to the new pavilion having necessitated a bigger staff and an increase in taxes, lighting, and fire insurance premium. A bright spot in the accounts is bar receipts, which show an increase of about $700. This is, I think, entirely due to the careful supervision of Mr. Ramsey, and not, as scoffers might suggest, to members' increased thirst. (Laughter.) The drop in interest received is due to money on fixed deposit having been utilised to pay for the new pavilion. Eighty debentures of the total value of $4,000, have been drawn, for payment of which 78 have been paid. At the present moment it is not deemed advisable to pay off any more debentures, but it is hoped that we may be able to do so in the Spring of next year. We have to thank Mr. Harry Hancock for the gift of a standard time clock, and Mr. Birkett for the gift of a clock for the bar. Efforts will be made to give as many cricketing members as possible games in matches during the season, and it is hoped that they will show their appreciation of this effort by playing when chosen.

We have had two extraordinarily fine interport matches with Shanghai during the year. The Hongkong one we bemoan, whilst giving our team full marks for their plucky fight. The Shanghai match we frankly gloat over. (Hear, hear.)

He then proposed the adoption of the report and accounts.

Mr. PENTYCROSS seconded, and the motion was carried unanimously.

The next business was the election of officers: Mr. R. H. B. Hancock, who is at present out of the Colony, was unanimously re-elected President.

Regarding the election of a Secretary, the CHAIRMAN remarked, amidst laughter, that "in spite of his many faults, I have much pleasure in proposing Mr. L. S. Greenhill."

The resolution was seconded, and carried with enthusiasm.

The General Committee was elected as follows:—Messrs. H. A. Nisbet, P. M. Hodgson, E. J. R. Mitchell, F. A. Redmond, R. E. A. Webster, H. E. Hollands, L. D. McNicoll, F. Syme Thompson, and T. E. Pearce.

Messrs. Percy Smith, Seth and Fleming were appointed the Club's Treasurers, at a remuneration of $750 annually, and Mr. H. Greenwood was appointed auditor, at a remuneration of $100.

A vote of thanks was passed to Mr. Mitchell for so enthusiastically carrying on the duties of Secretary during Mr. Greenhill's absence.

This concluded the business of the meeting.

CONFISCATION OF ARMS.

A NEW PROCEDURE.

In accordance with instructions from the Captain Superintendent of Police (Mr. E. D. C. Wolfe) an order has now to be made by a Magistrate before any arms seized by the police and not claimed by anybody can be confiscated. This is not exactly a new departure but in the past it has been customary for the police to hand such arms (where no arrests have been made) over to the police store, without the confiscation order being applied for. In future the confiscation order has to be obtained before they can be sent to the store. Yesterday such an order was made concerning the recent case in which Sergeant A. E. Carey seized a large quantity of arms and ammunition on board the s.s. *President Wilson* but effected no arrests.

Giving evidence on the seizure Sergt. Carey told the Magistrate (Mr. J. R. Wood) that on September 26th he seized on the vessel 158 Mauser pistols and 26,700 rounds of ammunition. The arms and ammunition, he said, were found in various state cabins, to wit: 33 pistols in cabin 33, 10,000 rounds of ammunition in cabin 37, 32 pistols and 5,000 rounds of ammunition in cabin 41, 52 pistols in cabin 45, 20 pistols and 1,7000 rounds of ammunition in cabin 49, 21 pistols and 10,000 rounds of ammunition in cabin 53.

A CAPTAIN'S CLAIM.

MR. NEMAZEE SUED FOR WRONGFUL DISMISSAL.

ALLEGATIONS OF NEGLIGENCE.

A case of unusual interest to the shipping community in Hongkong came before the Puisne Judge (His Honour Mr. Justice Gomperts) in the Summary Court on Thursday, when Mr. H. M. H. Nemazee was sued by Captain Watson, formerly of the s.s. *Gorjistan*, for wrongful dismissal. The defendant was alleged to have dismissed plaintiff at twenty-four "hours' notice, whereas it was claimed that reasonable notice would have been three months. The defence was that the plaintiff had been continuously negligent in the discharge of his duties, and that the notice was justifiable under the ship's articles.

Plaintiff claimed originally $1,446.42, three months' wages in lieu of notice, he afterwards agreed to waive the $446.42 in order to bring the case within the jurisdiction of the Summary Court. Defendant entered a counterclaim for the sum of $2,600 damages for injuries to the *Gorjistan* due to the plaintiff's negligence while in command of the vessel. Of this sum $1,600 was waived to bring the case within the Court's jurisdiction.

Mr. R. E. A. Webster represented plaintiff, and Mr. H. C. Macnamara appeared on behalf of Mr. Nemazee.

Mr. Webster stated that the plaintiff was appointed to the defendant's service in February of 1920, and during the period since held a number of posts, from third officer upwards. He took command of the *Gorjistan* in May, 1922. On the 3rd September of this year he received a note from Mr. Nemazee to the effect that he was temporarily suspended from his command. In consequence of this note Captain Watson went round to Mr. Nemazee's office to find out what it all meant. He met Mr. Mohamed Nemazee in the hall of the office, and was asked to come upstairs into that gentleman's private officee. Arrived there, plaintiff asked Mr. Nemazee why he was suspended, and whether or not he was to be paid his wages during the period of suspension. It was some time before he received any reply, and then he was told that "before, he was not dismissed,—now he was." This was the dismissal that they claimed to be wrongful and illegal. Plaintiff was entitled to three months' wages in lieu of three months' notice,—a reasonable period. Captain Watson afterwards wrote to Mr. Nemazee and asked for three months' money. He received a reply to the effect that this could not be given him, as he was under the ship's articles, entitled only to twenty-four hours' notice. Accordingly they presented him with a cheque for one day's pay,—$16.10. The letter also stated that he was dismissed for disrespect, and that at the time he went into Mr. Nemazee's office he was not dismissed, but merely suspended. The plaintiff contended, Mr. Webster went on, that the ship's articles had nothing to do with the case at all, but were simply drawn up as an agreement between the captain and his crew whereby he agreed to pay them certain wages on a certain date in return for certain work and certain conditions. No agreement had ever been drawn up between the plaintiff and the defendant whereby a period of notice on either side was stated, and therefore they claimed that they were entitled to the three months' generally considered reasonable notice, and understood as such, on the China Coast.

Captain Watson then went into the witness box. He stated that he was engaged by Mr. Nemazee in Sydney in 1920. He had held a master's certificate for six years. On September 2nd he went aboard his ship while she was lying in Hongkong Harbour at about half past five in the evening. He was met by a Captain Adams who told him that he had come to take over the command of the *Gorjistan*. This was the first witness had heard of there being anything wrong, and then he suddenly remembered that there were some letters he had left unopened in his cabin early in the day. He examined these and found the note informing him of his suspension. The next day he went round to Mr. Nemazee in order to get the money to pay his crew, and to find out what the note meant. He saw the defendant in the hall of the building, and asked whether he could speak to him for a few minutes. Mr. Nemazee answered in the affirmative, and told him to come up to the office. Arrived there he took no notice of Captain Watson, but commenced to read his correspondence. "After a time" (said witness) "not being asked to take a seat, I sat down. When I thought Mr. Nemazee was through with his correspondence I told him I had come to see him about the note. I said I did not understand the meaning of it. Mr. Nemazee replied that it was quite plain and meant what it said—that I was temporarily suspended. He then went on to read his letters. . . . I asked Mr. Nemazee whether it meant I was to have any pay or not. I received no answer to this question, and he simply went on reading. I become tired of waiting and repeated the question. . . . I repeated it about three times more, and then he turned round and said 'Get out.' I replied that I was not leaving his office till I had a definite reply to my question, and Mr. Nemazee said: 'You were not dismissed when you came on shore, but now you are.' At that time (witness continued), I had not received the money to pay my crew, and I asked him what about signing the cheque so that I could pay them. He replied to this: 'It isn't your business any longer, the other man will see to that.'"

This, Captain Watson told the Court, was incorrect. It was no-one's duty but his own to pay the crew, since he was the man who had signed the articles with the crew. Eventually the money was sent to Captain Adam who handed it over to witness, who then paid his men off.

Asked by Mr. Webster whether his relationships with Mr. Nemazee had been friendly up to that date, Captain Watson replied, with some piquancy, "I do not think the relationships between owner and master can ever be quite friendly." He admitted, however, that they had never actually quarrelled.

Mr. Macnamara (cross-examining): Why do you think Mr. Nemazee dismissed you?—I really think it was because he had three ships laid up. . . . and it was a matter of economy.

Mr. Macnamara: Did you know Mr. Nemazee's original intention was to send you to a smaller ship?—No, I knew nothing of that.

Mr. Macnamara told plaintiff that Mr. Nemazee would go into the box and say that he dismissed him for numerous incidents of negligence. That being so he desired to bring out one or two points in the course of cross examination.

His Honour here intimated that should the questions be of such a technical nature as to take him "out of his depth" he would have to adjourn the case and bring in an assessor.

Both parties agreed that if this were necessary they would raise no objection to the position being filled by Lieutenant Conway Hake, Assistant Harbour Master.

Mr. Macnamara then proceeded to question Captain Watson on numerous incidents of alleged negligence in connection with the *Gorjistan*, during his command of the vessel. He asked whether it was not true that the first occasion on which Mr. Nemazee had to reprimand him was shortly after he took command of the vessel, in May, 1922. The matter was one of discipline, it being alleged that he had allowed officers to bring drinks into his cabin.

Witness failed to recall the incident.

Mr. Macnamara suggested that the next incident occurred in Batavia when he was reprimanded for installing iron covers to the water closet outlets in the side of the ship. He suggested that the expense was unjustified, and in direct disobedience of Mr. Nemazee's instructions.

"Did the lack of these covers?" he asked, "in any way render the ship unseaworthy?"

Captain Watson replied that it did not, but it greatly interfered with the loading and unloading. A whole lighter full of sugar had been ruined by the fluid from these pipes pouring into it. Had there been iron covers over the outlets it would not have happened. Wooden covers had been found useless.

Captain Watson was then asked how many anchors had been lost from the ship during the time he had been captain and first officer of her. Was it not true that four had been lost?

Witness admitted this, but stated that only one of these was lost whilst he personally was on the forecastle deck superintending the lowering away and heaving up of the anchor. On that occasion the chain was defective and snapped.

Captain Watson was questioned with regard to an accident which occurred over the bar in Swatow Harbour. He was alleged to have taken the vessel out of the harbour without the aid of a pilot, with the result that he collided with a Butterfield and Swire boat, and finally got stuck on the bar itself.

Witness replied that this had certainly happened, but it was not negligence on his part. He then proceeded to go into details about tides, whereupon

His Honour adjourned the case in order that Lieutenant Hake might be brought in as Assessor. On this gentleman's arrival the case was continued.

Re-questioned on the subject of the Swatow incident, Captain Watson stated that on this occasion he had a only certain amount of coal and orders to come back to Hongkong with "swept bunkers." The tides over the bar in Swatow Harbour were tricky, and the pilot there had to take out an American ship that day. This meant that he could not take out the *Gorjistan*, leaving witness two alternatives,—to take her out himself, or to stop on another day. If he stopped another day he would not have enough coal to get back to Hongkong, so he decided to take her out himself. The result was that they had a collision with the Butterfield and Swire boat as stated, and finished up on the Bar. He contended that this action could not be described as negligence. The other vessel was unhurt, and the *Gorjistan* had three plates damaged, but he had saved a day on the voyage, and furthermore he had saved the pilot's fee. He mentioned, incidentally, that the pilot had not been able to take the American vessel out, but had to turn back.

Mr. Macnamara then questioned Captain Watson as to a certain incident which had landed him in the Marine Court. On this occasion he carried a number of Chinese passengers from Swatow to Hongkong without the knowledge of the owners, and without his ship being chartered to carry passengers. The owners had received no money for those passengers.

Witness replied that his vessel at that time, or so he thought then, was chartered by the China Mail S.S. Company. He learned afterwards that the charter had expired, but he did not know it at the time, and there was a China Mail compradore aboard, and so he had taken the passengers under the impression they were for the China Mail Co.

Returning to the Swatow resident, Mr. Macnamara asked Captain Watson whether he had not at the time practically admitted negligence by offering to pay the Company the difference in the amount charged for repairs to his ship, and the amount saved on the day gained, added to the pilotage fee saved.

Witness said he had no recollection of this.

Mr. Macnamara asked in the course of his cross-examination, "Do you not think there was some reason for your being dismissed?"

"I gave the reason before."

Captain Watson's evidence concluded the case for the plaintiff.

Mr. Mahamed Nemazee went into the box after the tiffin interval.

It was explained to the Court that while Mr. H. M. H. Nemazee was the legal owner of the vessel, his son, Mr. M. Nemazee was the manager of the Company, and the person referred to throughout the case.

His story was that when Captain Watson came to see him on the 4th September his manner was overbearing and very disrespectful. Whilst he was in the office a representative from the Seamen's Guild entered with a petition from his Guild asking that Captain Watson be not dismissed. Witness asked Captain Watson to leave the room while he saw this other man, but the Captain refused and continued to press his questions. Witness then went on to enumerate the list of incidents showing alleged negligence once more.

(*Continued at foot of next column.*)

ALLEGED INTERFERENCE WITH EVIDENCE.

SEQUEL TO A CASE OF ALLEGED ATTEMPTED MURDER.

At the Magistracy, yesterday morning before Mr. J. R. Wood, Inspector Murphy prosecuted two Chinese, one of whom is a dresser at the Government Civil Hospital, for attempting to prevent a Chinese named Kwan Wo from giving evidence in a case of alleged attempted murder. The case was one in which the man Kwan Wo had been stabbed several times in the face.

According to Inspector Murphy, the complainant had been in hospital for fourteen days and it was alleged that the first defendant was introduced to him by the second defendant as a man of considerable importance who was attached to the Police Force. The complainant was alleged to have been visited twice, on September 7th and 15th, and both defendants were stated to have been present during the conversation.

The defendant in the stabbing case out of which the present charge has arisen has already been committed to the Sessions for trial.

The case was remanded, the first defendant being allowed bail of $500 and the second defendant bail of $250.

PASSENGER JUNK PIRATED.

A passenger junk with 33 passengers on board and carrying a crew of three, was pirated at 3 p.m. on Thursday. The junk left San Mei for Hongkong and had proceeded as far as Shan Tsai Kok when a rowing boat containing seven or eight men came alongside. Four of these men were carrying revolvers and three were armed with rifles. They held up the junk by firing a number of rounds at her, three of the passengers being wounded by the fusilade. The pirates then climbed on board and drove the crew and the passengers into the hold. They remained on board for two hours, ransacking the junk and finally left with $120 in notes which they had collected from the passengers and also a quantity of jewellery. They rowed away in the direction of Ping Hoi.

TROUBLE AT AMOY.

There has been much trouble lately at Amoy between the Woo Clan and Formosan Chinese, and the fighting led to the landing of small parties of British and Japanese. The Japanese landing party was subsequently strengthened to protect Formosans against the attacks of Chinese boatmen who refused to leave work despite the orders of a general strike.

The stevedores and boatmen on the 25th September struck as a protest against the landing of Japanese. A general strike was threatened.

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THE LITTLE THINGS THAT MATTER.



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NEW ADVERTISEMENTS

HONGKONG VOLUNTEER DEFENCE CORPS.

THE THIRD AND FINAL PROMENADE CONCERT OF THE SEASON

Will be held (Weather Permitting) on

FRIDAY, 19TH OCTOBER, AT 8.15 P.M.

ADMISSION $1.

[1402

NAVY LEAGUE BALL

Under the Patronage of

ADMIRAL SIR ARTHUR LEVESON, K.C.B.

(IN AID OF WAR CHARITIES)

Will be held at THE CITY HALL, on

FRIDAY, 2ND NOVEMBER, 1923, at 9.30 P.M.

TICKETS ($5 each), Obtainable from the LADIES' COMMITTEE, MOUTRIE'S, ANDERSON'S and THE ENGINEER'S INSTITUTE.

[1403

S.S. "VENEZIA" FROM TRIESTE, ARRIVED 1ST OCTOBER, 1923.

3900 &/or 3960 C C — 1/85—95 bales Paper

5905 C C — 1/25, 122/150, 198/234 — 160 bales Paper.

5905 C C — 88/121, 160/87, 235/313 — 153 bales Paper.

NOTICE IS HEREBY GIVEN that Original Bills of Lading issued at Trieste duly countersigned, in favour of Messrs. CARLOWITZ & Co., on the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., are said to have been LOST and are declared Null and Void.

DODWELL & CO., LTD., Agents, LLOYD TRIESTINO S. N. Co.

1400]

THE BEN LINE STEAMERS, LIMITED.

From LEITH, ANTWERP, MIDDLESBRO', LONDON & STRAITS.

The Steamship "BENCLEUCH."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 26th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 5th October, 1923. [1398

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "MALWA."

ARRIVED HONGKONG ON 5TH OCTOBER, 1923.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignament will be sorted out mark by mark and delivery can be obtained as the Goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary six hours before arrival of the steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M., on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 5th October, 1923. [1401

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INTIMATIONS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1913, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 8th OCTOBER, 1923.

Hongkong, 3rd October, 1923. [1382

NOTICE.

MR. H. SCHMIDT has been Authorized to Sign our Firm Per Procuration.

1370] SIEMSSEN & CO.

G R.

HONGKONG TECHNICAL INSTITUTE.

THE Institute will RE-OPEN on TUESDAY, OCTOBER 9TH.

Students will be enrolled at the EDUCATION DEPARTMENT only, and should apply at once for Entry Forms. [1381

THE HONGKONG JOCKEY CLUB.

THE FOURTH GYMKHANA MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 6TH, and MONDAY, 8TH OCTOBER, 1923, commencing 3.15 P.M. each day.

The Charge for Admission to the Public Enclosure will be $1. Soldiers and Sailors in uniform Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINSTEAD & DAVIS at $5 each up to FRIDAY, OCTOBER 5TH.

The Stewards invite the Ladies of Hongkong to be present. [1340

HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

NOTICE OF CALL.

ISSUE OF 95,000 SHARES OF THE NOMINAL VALUE OF $10 EACH ($5.0 PAID-UP).

NOTICE IS HEREBY GIVEN that the THIRD CALL of $2.50 per Share on each of the 95,000 Shares allotted on the 8TH DAY OF NOVEMBER, 1922, has been made by the Company, and that such Call will be payable to the Company's Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION, in Hongkong, on the 15TH DAY OF OCTOBER, 1923.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 15th October, both days inclusive.

For and on behalf of the HONGKONG ENGINEERING and CONSTRUCTION CO., LTD.,

S. COURTNEY COOK, Secretary.

Dated the 21st day of September, 1923. [1335

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUBSCRIPTIONS LISTS for the above Fund are open at the following places:—

HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG & SHANGHAI BANKING CORPORATION.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

MERCANTILE BANK OF INDIA.

INTERNATIONAL BANKING CORPORATION.

NETHERLANDS TRADING SOCIETY.

YOKOHAMA SPECIE BANK.

HONGKONG CLUB.

Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.

By Order,

D. K. BLAIR, Secretary,

HONGKONG RELIEF COMMITTEE.

Hongkong, 10th September, 1923. [1297

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY No. 13 of 1923.

Re P. A. LAPICQUE AND COMPANY.

TENDERS are Invited up to and including the 15TH DAY OF OCTOBER, 1923, for the purchase of the HOUSE and PREMISES known as "THE BLARNEY STONE," being Rural Building Lot No. 135, situate on VICTORIA ROAD about One and a Half Miles from WEST POINT, also of an adjoining piece of Ground being Rural Building Lot No. 215. The area of both pieces of Ground is 23,987 square feet or thereabouts.

The whole of the above Property will be Sold as One Lot.

Rural Building Lot No. 215 is subject to a Building Covenant particulars whereof can be obtained from the Undersigned.

Tenders must be accompanied by a deposit of 10% of the amount of the Tender returnable after decision on the Tenders has been made.

Permits to view may be obtained on application to the Undersigned.

The right to accept the highest or any Tender is reserved.

Tenders will be received at the office of the Undersigned—9, QUEEN'S ROAD CENTRAL, Hongkong, up to the 15TH DAY OF OCTOBER, 1923.

1394] WILKINSON & GRIST.

PUBLISHED TO-DAY.

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

INTIMATIONS

NOTICE OF REMOVAL.

THE Offices of the "HONGKONG DAILY PRESS" have been removed to 1A CHATER ROAD (3rd floor), to which Address all Correspondence should be directed.

Hongkong, 16th July, 1923.

S.S. "SONGHOI."

BY ORDER OF THE MORTGAGEES.

TENDERS are invited up to the SIXTH DAY OF OCTOBER, 1923, for the purchase of the above named vessel with Engines and Boilers and various Auxillary Machinery on board.

Permits to view may be obtained on application to the Undersigned.

Tenders must be accompanied by a deposit of $500 returnable after decision on the Tenders has been reached.

The Vessel was formerly known as the s.s. "HONGKONG" and previously as the s.s. "ORIENTAL".

PARTICULARS.

Port of Register—Haiphong.

A Single Screw Steel Steamer of I.H.P. 6,000 fitted with internal Electric Lighting.

Length overall between Perpendiculars...410'5"

Breadth 48'

Depth 34'

Draft fully laden 28'

Gross Tonnage 5,284

Nett 3,085

Cargo Cubic feet 127,650

BUILT: Where Greenock; When 1888; By Whom ...Caird & Co.

Bunker Capacity...Main Bunker Tons 847, Spare " " 500

Engines and Boilers made by...Caird & Co.

First Cabin accommodation... 140

Tween Deck accommodation... 628

The Ship is to be Sold with all Life-boats, Life-preservers and Life-buoys, Deck Stores, Engine Room Stores, Commissary, Equipment, Silverware, Cutlery, Glassware, Cabin Fittings, Mattresses, Pillows, and Linen, as they now are on board the vessel.

All Tenderers shall be deemed to have inspected the Ship and the Purchaser will take the Ship her Tackle Apparel and Furniture and with all faults in the Condition in which they lie at the time the Contract for Sale is entered into.

Any Error Misstatements or Misdescription of Particulars shall not vitiate any Sale made in pursuance of any Tender received hereunder or entitle the Purchaser to compensation.

The Vendors shall not be concerned to see to the Registration of the Ship but will at the cost of the Purchaser execute as Mortgagees a Bill of Sale in favour of the Puchaser.

The Vendors shall not be bound to accept the highest or any Tender"

Tenders will be received at the Office of the Undersigned, Prince's Buildings, Hongkong, up to the SIXTH DAY OF OCTOBER, 1923.

JOHNSON, STOKES & MASTER, Solicitors for the Mortgagees.

1357]

PUBLIC AUCTION.

THE Undersigned have received instructions to put up for Sale by

PUBLIC AUCTION, on THURSDAY,

the 11th day of October, 1923, at 3 p.m., at the AUCTION ROOMS of Messrs. LAMMERT BROTHERS, At No. 3, DUDDELL STREET.

The following Property:—

A DWELLING HOUSE known as No. 5, HILL ROAD, VICTORIA, in the Colony of Hongkong and situate upon the REMAINING PORTION OF SECTION B OF MARINE LOT No 188 and the REMAINING PORTION OF SECTION C OF MARINE LOT No. 189. The area of the property is 3,771 square feet and it is held for the term of 999 years from June, 1861, subject to the Crown Rents of $13,37 and $26 66.

Particulars and Conditions of Sale can be obtained at the Auction Rooms or from the Undersigned.

Messrs. HASTINGS & HASTINGS, DENNYS & BOWLEY, 8, Des Voeux Road Central.

1361]

NOTICE TO CONSIGNEES.

The Steamship "VENEZIA"

FROM TRIESTE, VENICE, SPALATO, BRINDISI, PORTSAID, PORT SUDAN, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed, that all Goods are being landed at their risks into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1st inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hongkong, 1st October, 1923. [1374

PREPAID "WANTED" ADVERTISEMENTS

☞ Letters are lying at this Office for Boxes—XL, XS, 880, YI.

TO LET:—GODOWN, No. 152, Praya East. Apply GANDE, PRICE & Co., LTD.

135]

JUST ARRIVED.—Cheque Perforaters, Numbering Machines, Perforaters (Cancel and Paid). RAMSAY & Co., Reggenfeld Arcade. [133

INTIMATION

E WHISKY

The Old Favourite.

A Fine Blend of Old Scotch Whiskies is now being bottled at Leith Scotland By Messrs. Macdonald & Muir and a Label to that effect is affixed to the back of each bottle.

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants.

ESTABLISHED 1841.

BIRTHS.

JAMIESON.—At Shanghai, on Sept. 23rd, to Captain and Mrs. JAMIESON, a daughter.

MAIN.—At Shanghai, on Sept. 28th, to Mr. and Mrs. T. G. MAIN, a son.

MATHIESON.—At Shanghai, on Sept. 25th, to Mr. and Mrs. P. MATHIESON, a daughter.

THOMPSON.—At Shanghai, on Sept. 20th, to Mr. and Mrs. J. A. THOMPSON, a daughter.

TOMLINSON.—At Shanghai, on Sept. 22nd, to Mr. and Mrs. F. TOMLINSON, a son.

WOLFERS.—At Tientsin, on Sept. 24th, to Mr. and Mrs. WOLFERS, a son.

MARRIAGE.

BARRACLOUGH—WESTCOTT.—At Shanghai, on Sept. 22nd, ERROL SHORROCK BARRACLOUGH, M.C. (late Capt. The Rifle Brigade), son of Mr and Mrs. Charles Barraclough, formerly of Shanghai, to MARGERY JOAN GARLAND WESTCOTT, daughter of the late Mr. and Mrs. W. F. Westcott, of Bushey, Herts.

DEATH.

MAIN.—At Shanghai, on Sept. 28th, the beloved infant son of Mr. and Mrs. T. G. MAIN.

Hongkong Office: 1a, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, OCTOBER 6TH, 1923.

EXPENDITURE ON PUBLIC WORKS.

In the annual Budget Statements we naturally expect H.E. THE GOVERNOR to deal at considerable length with the activities of the Public Works Department which is, by far, the largest spending department of the administration. Out of a total estimated expenditure of $19,897,302 during the year 1924 no less than $9,200,000 is assigned to the Public Works Department. It has been frequently complained that invariably it has been found that a great deal more money has been allocated to this Department for public works extraordinary than it has been able to spend. Very opportunely the Hon. Mr. Lowe, by means of a question in the Legislative Council, has obtained from the Government a schedule of the cost of the Public Works Department for each year of the past decade which enables the reader, in the words of the hon. member's question, to get "a comprehensive grasp" of the subject. We reproduce the schedule to-day in another column. We see at a glance how greatly the expenditure of the Department has increased in ten years. In 1911 the total emoluments and current charges are represented by the sum of $795,318.92; in 1922, the sum required for these charges was $1,896,321.19. The figures for "extraordinary public works" are still more striking. In 1911 the amount estimated for these was $1,080,400; in 1922 the amount estimated was $6,611,300. But though the estimate for extraordinary public works has swollen enormously in the past three or four years, the actual expenditure has fallen far below the sum allocated to the Department. In other words, the Department has been unable to cope with the amount of work it has undertaken. For example, in 1922 the Estimates for Extraordinary Works was $6,611,300; the actual cost was $3,575,635. The schedule furnished by the Government shows that in 1920 the percentage of actual to estimated extraordinary works was 64.32; in 1921 it was 61.47 and and in 1922 54.08 per cent. When we see the Government raising so much more revenue than it is spending what other deduction can be drawn than that the Colony is being overtaxed?

The programme for the coming year, HIS EXCELLENCY says, has been drawn up in such a manner as to meet as far as possible the criticism that the budget raises too many hopes of development that are doomed to disappointment; but for Public Works Extraordinary the vote is $6,997,100, which is practically double the amount actually spent in 1922, and it would be interesting to know what justification there is for believing that this large sum will be required. The sum represents a figure practically double the amount spent on public works extraordinary in any one year before. The increase under "personal emoluments and other charges" is from $877,953 in the current year to $1,092,542, which is explained to some extent by additions to the Staff, but whether these increases enable the Department to cope with a programme of work involving an expenditure of just on seven million dollars next year as contrasted with their expenditure of $3,575,635 in 1922, when $6,611,300 was voted in the Estimates appears doubtful.

There are something like two hundred undertakings set forth in the programme of extraordinary works for the current year. Road construction and improvement represents, perhaps, the heaviest item in the programme. Twenty-five roads in Hongkong, seven in Kowloon, and nine in the New Territories figure in the list. Well over a million dollars are assigned for this work. Waterworks undertakings involve an expenditure of about a million and a quarter dollars during the year. Nearly one half of it is for work on the island, while in the New Territories, the extension of the Kowloon Catchwater, the Shing Ming Valley Scheme, the Shek Lai Pui reservoir and contingent works, and the Fanling Water Works require between them over four lakhs of dollars, while a further lakh is required for improving the waterworks in Kowloon. Another million and a half is to be spent on "Buildings." On the Fire Brigade Station which is estimated to cost $1,140,000, a sum of $300,000 is expected to be spent; on the new Queen's College, which is estimated to cost a million dollars, $100,000 is to be spent: for the new Saiyingpun School, which is estimated to cost $555,000, the sum of $200,000 is assigned; for Officers' quarters $200,000, and for Victoria Hospital (maternity block and alterations and extensions to existing buildings) $130,000. The largest item in the building programme for Kowloon is the Kowloon Hospital, which is now estimated to cost $554,000. For this undertaking the revised estimate of expenditure this year is $201,000, and for next year $200,000 is allocated. Reclamation and developments schemes are costing considerable sums. With waterworks involving a total expenditure of seventeen million dollars and a great harbour works improvement scheme probably even more costly facing the Colony in the immediate future, it would be interesting to hear something in the discussions on the Budget as to the prospects regarding an early reduction of expenditure on such extraordinary public works as have appeared in the programmes of the past few years.

Bishop Banister was a passenger from Marseilles by the P. & O. steamer *Malwa*, which arrived yesterday.

One bright lad in Queen's College when asked the difference between "deer" and "dear" replied that the former had four legs and the latter only two.—From the Queen's College Magazine *Yellow Dragon*.

Anyone with a rifle appears to do what he likes in Anhui, which is terrorized by brigands, says a Northern contemporary.

The Colonial Secretary requests us to acquaint the public that the report of the Housing Commission may be purchased from the Government Printers (Messrs. Noronha & Company, Wyndham Street) at 50 cents per copy.

A fatal accident occurred at the China Sugar Refinery on Thursday when an old coolie, aged 70 years, fell from the first floor of one of the houses on the premises to the ground below. He died shortly after admission to the Government Civil Hospital.

A motor-car, No. 524, proceeding in a Westerly direction along Queen's Road Central yesterday afternoon, collided with a ricksha at the corner of Duddell Street. The ricksha puller was injured and taken to hospital in the motor-car. The ricksha was badly smashed.

The late Mr. Alfred Gascoyne Wise, LL.D., for some years Puisne Judge of Hongkong, who died on June 25th last left estate of the gross value of £20,145, with net personality £23,650, directed in his will that his trustees should continue the payment of an annuity of $120 to his old Chinese amah for her life.

To-morrow being Rosary Sunday in the Roman Catholic Calendar, four masses are to be held at Rosary Church, Kowloon, between 6.15 a.m. and 9.30 a.m. At the evening service at 6.45 p.m. there will be a recitation of the Rosary, a procession, followed by a sermon and the benediction.

The forthcoming weddings are announced in Hongkong of Mr. Lester Hull Narland, merchant of Amoy, to Miss Robbie Louise Stuart *en route* from Home; and Mr. Silas Shalome Perry, exchange broker of Hongkong to Miss Olga Maude Heath, *en route* from England by the s.s. *Katori Maru*.

Silk forwarded from here by the *Empress of Asia* on the 6th September, arrived in New York on the 28th September (22 days in transit), and the silk forwarded by the *Empress of Australia* on August 24th arrived in New York on September 29th (36 days in transit). The *Empress of Australia* was delayed in Japan 13 days on account of the earthquake.

The Australian Line steamer *Changsha* which ran on Tiji Tiji reef just at the southwest end of Tawi-Tawi islands on August 19th put into Manila on September 26th on her way to Hongkong. The *Changsha* was to discharge at Manila 80 tons of flour, part of her cargo from Australian ports. The rest of the cargo consisting of meat, cheese, butter, etc., was thrown overboard at the time of the accident.

Two neatly dressed Chinese were yesterday sent to prison for one month each by Mr. Melbourne for being rogues and vagabonds. According to Inspector Appleton they were found sleeping in a coal shed belonging to Sang Lee. They are both thought to have been responsible for many larcenies from the person on board tram-cars which have been rather frequent of late. The defendants pleaded that they did not know each other, but the Inspector refuted this statement by opening their jackets and showing his Worship that they both wore red singlets of a very peculiar make.

The passing of the Ewo property at East Point, comments the *China Express* (London), is a species of land mark. We believe the property was acquired in the early days of the foundation of the Colony—that is, in the 'forties of last century—and when Sir Robert Jardine was the senior of the firm in Hongkong and China. It was thought at that time that the City of Victoria would extend eastwards, and that the East Point property would prove to be a very valuable holding. Victoria persisted, however, in developing to the westward, and only in a much smaller degree in the easterly direction. It has now justified itself, but for many decades it had simply to be carried, and a portion of the property surrendered to the Government rather than that quit rent should continue to be paid. The fact that it has now passed into Chinese hands probably means that it will be developed more for Chinese occupation than for the foreigners; but the passing of the property out of the Ewo Hong's hands marks an epoch in the land history of Hongkong.

CORRESPONDENCE.

RUTHLESS DESTRUCTION OF YOUNG TREES.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—May I be allowed through the medium of your valuable paper, to call the attention of the authorities to the ruthless destruction of young trees, that is taking place in certain districts around Hongkong?

There are existing laws, I believe, which forbid this. Would it not be to the interests of the Government to enforce these laws, and so teach the people that they must obey them? Otherwise it would seem that the authority of the Government was of no account.

In one district, groups of people carrying their bundles, pass within sight of a Police Station, and that such open defiance of our laws is allowed, is sadly to be deplored.

One does not wish to be hard on these people who, no doubt, are glad to be able to make money out of the sale of the wood, but there are plenty of legitimate ways of earning their livelihood, and they ought to be made to understand that this destruction of healthy, and health-giving young trees, is not allowed by the British Government, which, although lenient in dealing with the nations, should not tolerate this indifference to their laws in this British Colony.—Yours truly,

"INTERESTED."

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

AN EXTRAORDINARY PRIZE FIGHT.

SPECTATORS INTIMIDATE REFEREE.

COLUMBUS, Georgia, October 4th.

Young Stribling was awarded the light-heavy weight boxing championship of the world against Mike McTigue, who fought despite an injury to his left thumb.

Owing to the ugly attitude of the public, the referee, Harry Ertle, who adjudicated in the Dempsey-Carpentier fight, first declared the match a draw at the end of the stipulated ten rounds, but changed his decision in consequence of the spectators' hostile demonstration. He was subsequently escorted by the police to his hotel.

SCHOOL-BOY DECLARED WINNER ON PRESSMEN'S VOTE.

Stribling is an eighteen year high school-boy and was trained by his father and mother.

Ertle later declared that he never indicated a draw, but took the opinion of twelve Pressmen, all of whom favoured Stribling.

FIGHT DECLARED A DRAW.

LATER.

Three hours later the fight was officially declared a draw, the referee saying that he gave Stribling the decision owing to intimidation by the spectators.

CONTESTANT ENTERS RING AT POINT OF PISTOLS.

LATER.

McTigue, interviewed by Reuters, asserted that he was forced to enter the fight at the point of pistols.

His manager declared that the spectators threatened to hang him if the fight was called off.

THE SITUATION IN GERMANY

MEMBERS OF THE STRESEMANN CABINET.

Messages from Berlin indicate that the new Stresemann Cabinet will not consist of more than half-a-dozen Ministers, among whom will probably be Herr Gessler, Minister of Defence and the Interior, and Dr. Luther, Minister of Finance.

MUNICH NEWSPAPER SUSPENDED.

MUNICH, October 4th.

Von Kahr has banned Hitler's organ, the *Volkischer Beobachter*, in consequence of an inflammatory proclamation headed "Artillerymen, stand to your guns!"

The Reich had ordered the suspension some days ago, but up to the present this order has been ignored.

DUTCH SAVING BANK CLOSES

GOVERNMENT GUARANTEE SAFEGUARDS DEPOSITORS.

THE HAGUE, October 4th.

It is announced that the Savings' Bank established by the Government three years ago with postal and "Giro" service, the latter being similar to the British clearing system, has suspended payment. There is great consternation over the closing of the bank, as £52,000,000 have been deposited by 130,000 people, many of whom have placed all their cash in this bank; but it is officially stated that the Government guarantees the full amount due to the public, and there will only be a temporary embargo on credit balances in order to rectify thousands of errors in the account holders requiring cash will resume operations. In the meanwhile, account holders requiring cash will receive advances from private banks on certificates issued by the Giro in regard to their credit balances.

U.S. AMBASSADORS TO RESIGN

WASHINGTON, October 4th.

It is officially disclosed that Mr. George Harvey retires from the U.S. Ambassadorship to London about January 1st, Mr. Child, U.S. Ambassador to Rome, will not return to Italy. Both resignations are wholly personal.

LATEST CABLES.

EMPIRE ECONOMICS.

PORTIONS OF LORD CURZON'S STATEMENT TO BE PUBLISHED.

LONDON, October 4th.

It is understood that portions of Lord Curzon's statement at the Imperial Conference are to be published, particularly those which refer to the German situation and the British attitude in regard to the Ruhr.

QUESTION OF TERRITORIAL WATERS.

It is believed that the question of territorial waters limit, which has been a matter of discussion between Great Britain and the United States will also be submitted to the Conference in order to enable the Dominion Premiers to express their views before a definite decision has been reached.

Well informed people do not entirely rule out the possibility of the British Government agreeing to Mr. Hughes' proposal for a twelve mile limit.

EARLIER CABLES.

GOVERNMENT'S AGENDA SUBMITTED TO THE CONFERENCE.

LONDON, October 4th.

A communique states that Sir Lloyd Greame has submitted to the economic conference the draft agenda prepared by the Government as a basis for discussion. The conference as a preliminary considered measures to improve imperial trade, including the provision of facilities for the use by the Dominions, India and the Colonies of the British commercial, diplomatic and consular offices and *vice versa*.

THE COTTON INDUSTRY.

LARGE MILL CLOSING DOWN.

MANCHESTER, October 4th.

The Smoskeg Cotton Mills, New Hampshire, one of the largest concerns in the country, is closing down indefinitely on October 6th, on the ground that business conditions necessitate it. About ten thousand operatives will be affected.

HOME FOOTBALL.

LONDON, October 4th.

Notts County beat Middlesbrough, in the First Division, by 1 goal to nil.

CHINA FOOTBALLERS DEFEAT ADELAIDE TEAM.

ADELAIDE, October 4th.

China beat Adelaide by 6 goals to 2.

[There is very little Soccer played in Adelaide, the Australian game being the more popular.]

SIR ROBERT HO TUNG'S CONFERENCE PROPOSAL.

CHANG TSO LIN'S SUPPORT.

Marshal Chang Tso Lin (Mukden) has written to Sir Robert Ho Tung saying:—"I entirely endorse your proposal for a Round-table Conference and when the time comes, I shall send my representative to attend it so as to co-operate with your good idea."

DR. SUN YAT SEN ON THE SITUATION.

Dr. Sun Yat Sen, on September 29th, sent the following telegram to Sir Robert Ho Tung in reply to his inquiry as to a date and place for the Round Table Conference:—

"In reply to your inquiry, I adhere to my promise personally to attend proposed conference wherever and whenever convened if other principal leaders will meet me to consider and devise means to settle present grave state of the nation. A situation is under development which threatens the complete disintegration of the state as a governing institution. This can only be arrested by some act of statesship expressed in terms of a national settlement by consent between the men who, by the course of events and in virtue of the power now wielded by them, are responsible at this moment for the security and welfare of the nation. In default of such a settlement, I foresee a degree of political anarchy which may cause China to relapse into barbaric rule under a brutal soldiery.—SUN YAT SEN."

OTHER SUPPORT FOR THE PROPOSAL.

The Chinese Chamber of Commerce of Nanking and Hangchow and the Native Bankers' Association of Tanyang District have all informed Sir Robert Ho Tung that they heartily support the Round-table Conference.

The Chinese Bankers' Association has informed Sir Robert Ho Tung that they heartily support his proposal for a peace conference and that they are communicating with the Bankers' Associations of the different provinces inviting their support for the scheme.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

NEW PRESIDENT OF CHINA.

TSAO KUN'S ELECTION CERTAIN.

PEKING, October 4th.

Parliament met at ten o'clock this morning.

Throughout the morning there was no quorum but a quorum was secured at 12.30 p.m. on the arrival of more members of Parliament from Tientsin.

The election of Tsao Kun is now considered practically certain by this afternoon.

TSAO KUN ELECTED PRESIDENT.

LATER.

Tsao Kun has been elected President.

[FROM THE "DAILY BULLETIN."]

PRESIDENTIAL ELECTION.

PEKING, October 4th.

The Presidential Election is expected to take place to-morrow.

More than 500 members of Parliament have received their cheques through intermediaries, while a mandate prolonging the existence of Parliament is to be issued this evening.

GOVERNOR OF BANK OF CHINA.

PEKING, October 4th.

The resignation of Wang Keh Ming as Governor of the Bank of China was accepted by the Board of directors yesterday.

Chin Hung will probably succeed to the post.

WITHDRAWAL OF MORATORIUM IN JAPAN.

EFFECT ON FINANCIAL MARKET.

TOKYO, October 4th.

The lifting of the Moratorium has not resulted in any rush to withdraw deposits, though the banks are fully prepared for any emergency, and the financial market remains normal, calm and tighter than before the earthquake, inspiring confidence in the prospect of a steady recovery.

One of the most influential bankers here, interviewed by Reuter's correspondent to-day, said that this was in large measure due to the Government's guarantee of Yen 100,000,000 to the Bank of Japan against losses in rediscounting bills, by means of which within the next two years all bills may be liquidated, new demands met, and the wounds inflicted by the catastrophe healed. He expressed the opinion that the Government's plan, which is at present being discussed, to assist through the Industrial Bank and the Hypothec Bank smaller industries and individuals and those desiring to rebuild their homes would further speed up recovery. Regarding the devastated area, he concurred with the opinion commonly heard in business circles that the industrial reconstruction which is necessary is possible without a foreign loan, and should precede the elaborate town-planning scheme, which is likely to prove too costly and burdensome. He could not say whether the Government intended to raise a foreign loan. If it did, he was of the opinion that it would be for the purchase of materials only. He considered that a boom was unlikely, as in spite of a probable increase of money, the surplus would be absorbed by the issue of domestic bonds.

ANOTHER BANKER'S CAUTIOUS VIEWS.

TOKYO, October 4th.

A more cautious and less sanguine view of the financial situation was expressed by another representative banker, interviewed by Reuter's correspondent to-day, who described the Government's offer of a guarantee as adequate enough at present to remove the uncertainties of the money market. All the banks would benefit during the next two years, but he feared that the provision of throwing the ultimate responsibility for the payment of rediscounted bills on the banks after September, 1925, would prove embarrassing to the weaker banks. He seriously questioned the ability of most banks to assist new business owing to the heavy unrecoverable losses already sustained by banks and merchants in Tokyo and Yokohama.

JAPAN'S RICE CROP ESTIMATE.

TOKYO, October 4th.

The first official estimate of the rice crop is 58,250,000 koku, compared with 61,000,000 last year.

The normal crop is 57,000,000 koku.

BANK CLEARANCES IN JAPAN.

OSAKA, October 4th.

The bank clearances for the month of September show: Yen 160,000,000 against Yen 3,318,000,000 and Yen 3,171,000,000 for August and July, respectively.

COMPANY MEETING.

DAIRY FARM, ICE AND COLD STORAGE CO., LTD.

The twenty-seventh ordinary general meeting of shareholders of the Dairy Farm, Ice and Cold Storage Co., Ltd., was held yesterday at noon at the Company's Town office, Lower Albert Road, Mr. A. B. Stewart presiding. There were also present: Mr. A. S. D. Cousland, Mr. W. S. Brown, and Mr. T. G. Weall (Directors), Mr. M. Mauuk (Secretary) and the following shareholders: Messrs. H. W. Page, T. Oliphant, F. Ellis, W. Macfarlane, A. W. Smith, B. W. Bradbury, Chan Tung, Chan Nai-pan, Lo Cheung Shiu, M. H. Lo, H. Ruttonjee, A. A. Alves and H. Smythe.

The CHAIRMAN, in moving the adoption of the report and accounts said: Gentlemen,—The report and accounts having been in your hands for some time I propose with your permission to follow the usual procedure and take them as read. Your Directors are pleased to be able to place before you such satisfactory results notwithstanding the unsettled political conditions in South China which have materially interfered with local supplies. In view of the satisfactory results obtained, your Directors have voted to the staff a bonus of 15 per cent. on their salaries which, I trust has your approval.

Before dealing with the proposed appropriation of the balance standing at the credit of profit and loss account, I should like to draw your attention to the sum of $80,000, deducted from the "premium on new share issue" account and utilized for writing down the book values of our buildings, property, ice plant and launches. Your Directors considered this necessary in view of the extensive additions, alterations and improvements which have to be undertaken in the near future. In addition to the above sum of $80,000 we have provided for depreciation from profit and loss account the sum of $61,271.42, which your Directors feel confident is both a necessary and a wise course to follow.

The net profit for the year, after making the usual allowances, amounted to $345,970.92, to which must be added the balance of $13,112.51 brought forward from last year making a total of $359,083.43 which it is proposed to deal with as follows:—

Pay dividend of $1.50 per share on 200,000 shares	$300,000.00
Place to cattle reserve	30,000.00
Place to typhoon and fire insurance fund	10,000.00
Carry forward	$359,083.43

The cattle reserve will thus be increased to $200,000 and the typhoon and fire insurance fund to $100,000. The dividend of $1.50 per share absorbs $300,000, which exceeds by $38,032.32 the amount appropriated for the same purpose last year. We are able to pay this extra amount out of the dividends received on investments. You will also notice from the accounts that we spent during the year $56,594.89 on repairs and renewals. We hope to see this heavy annual outlay considerably reduced when our new ice plant is finished and working and when the alterations at the farm are completed.

The health of the herd at present is very satisfactory but we suffered heavy losses during the year under review, which we had to replace by new importations. We imported during the year 35 head as compared with 130 head last year and we expect some time this month 20 more cows from Canada. The herd is steadily growing in number and we shall have to continue importing annually in order to meet the growing demands of the Colony and to replace losses by death. The continued growth of the herd, needless to remark, necessitates capital outlay in building of additional sheds and quarters for the attendants.

The recent typhoons, I am sorry to say, caused extensive damage to the dwelling houses, matsheds and old buildings at the farm which your Directors have decided to replace in some instances by new and up-to-date structures. Also one of our old launches was sunk and most probably will have to be "scrapped" and a new one built to take its place. I might state that we carry our own insurance in respect of our launches and against fire and typhoon damage at the Farms.

Our New East Point Factory is in course of construction and we hope to be in a position to start manufacturing ice there for next summer.

In response to numerous requests, we opened at the beginning of the year a branch depot at the Peak Hotel for the convenience of our Peak customers. Although the prices charged at the Peak for the provisions supplied are the same as those ruling at our town depot (except for ice) this venture has not yet received the support which might reasonably have been expected. To justify the continuance of this depot, we look to the Peak residents to extend to us their patronage in a fuller measure.

I now beg to propose that the report and accounts as submitted be received and passed. When this has been seconded, I shall be pleased to answer to the best of my ability any questions shareholders may desire to ask.

Mr. LO CHEUNG SHIU seconded and the adoption of the report and accounts was carried unanimously.

On the motion of Mr. BRADLEY, seconded by Mr. OLIPHANT, Dr. J. W. Noble and Mr. A. S. D. Cousland were re-elected to the Board of Directors.

Messrs. Percy Smith, Seth and Fleming were elected auditors for the Company for the ensuing year at a remuneration of $900 on the motion of Mr. ALVES, seconded by Mr. RUTTONJEE.

This concluded the business before the meeting, the CHAIRMAN announcing that dividend warrants were now ready and these could be had on application.

THE ROYAL HONGKONG YACHT CLUB.

THE ANNUAL REPORT.

The general committee of the Royal Hongkong Yacht Club has just published its annual report for the year, 1922-1923, which they term a most successful one. After announcing several changes in the Committee the report goes on to state that the membership of the Club is steadily increasing. Sixty-eight new members were admitted during the year, making a total of 273, including 8 lady members.

Dealing with finances, the Committee states that the year's working resulted in a profit to the Club of $102.73 as against a loss of $80.14 on the previous year. Bar profits show an increase of $164.75 despite the fact that the present year's wages have cost $140.30 more than last. The reserve account now stands at $11,041.77, showing an increase of $2,148.07 on the last year's figure.

During the typhoon the Club house and lawn suffered considerable damage which will run the Club into unlooked for expense. These repairs are now well in hand.

The report records the thanks of the Committee to Mr. D. K. Blair for his useful gifts of furniture, the Union Insurance Society of Canton, Ltd., for a fully rigged model of an old China Tea Clipper, and Mr. W. S. Eaton of Boston, U.S.A., for a handsome framed photograph of his 60-ton schooner, *Tauruma*.

The Bowling Lawn was brought into use for the first time on the 10th February, and due to the care and attention of Messrs. Carpenter and Brayfield has since much improved.

The Gala Day held on the 10th February, was an experiment to interest Naval Officers on the China Station in small boat racing and all the racing yachts were kindly lent to Officers for the occasion. Interesting Competition resulted and the Committee hope that this season will see a number of Service Owners in consequence.

Advantage was taken of the Closing Cruise to hold the first Interport Rowing Contest with Shanghai in which Shanghai were successful. About 400 people attended and the Committee were especially grateful to the Hongkong and Whampoa Dock Co., Ltd., for the work they did on this occasion.

Bathing members were again admitted for the season, and ample accommodation was made for ladies and children. Unfortunately the water has been, for the most part of the season, extremely dirty due to oil and nullah refuse. Application has been made to the Authorities, and it is to be hoped some steps will be taken to abate the nuisance before next Summer.

The Rowing Committee report states a little further on that "Interest in rowing has, during the last few months, revived considerably, and there is every prospect of a very successful season. Arrangements are in hand for the despatch of a representative Hongkong Rowing Crew to compete against Shanghai in 'eights,' 'fours' and 'pairs.' The Committee wish the crew every success, and trust that they will be able to bring back honours."

The Bowling Green Sub-Committee reports that the Bowling Section is also indebted to Messrs. Frank Smyth and T. H. G. Brayfield for the gift of four garden seats by the former and 6 sets of bowls by the latter, and Mr. R. M. Dyer for a water roller.

The Club has been elected a member of the Hongkong Bowling Association.

The report of the Sailing Committee contains a list of the winners of the Club Championship prizes and a few comments on sailing conditions during the last season.

JAPANESE EARTHQUAKE RELIEF.

MONEY RETURNED IN MANILA.

The *Manila Times* of September 26th says:—A total of P.18,288.42 sent to the American Chamber of Commerce for Japanese relief, will be returned to the donors, according to a resolution adopted by the Chamber to-day. The amount to be returned amounts to about 68 per cent. of the total donated, and will be prorated among those who contributed to the fund. This action follows declarations by Japanese authorities that no more aid was required.

MACAO NOTES.

[FROM A CORRESPONDENT.]

MACAO FIRE BRIGADE.

The inauguration of the new Fire Brigade Station was celebrated on Oct. 3rd. Messrs. Brooks and Saunders, of the Hongkong Fire Brigade, attended by special invitation. The festivities took the form of an open-air concert combined with a cinematograph exhibition and an *al-fresco* bazaar. Speeches were delivered by H.E. the Governor of Macao, Bishop Nunes, Mr. R. Marin, Lieut. Conceicao (Superintendent of the Fire Brigade), and Mr. Borges Delgado. The celebrations will continue until October 5th.

HARBOUR WORKS.

The Harbour works in connection with the new port to be constructed at Macao were slightly disorganized by the recent typhoon and seem to be making very little progress at the moment. The dredger, which capsized in the typhoon, has not yet been salved.

MUNICIPAL ELECTION.

A new election in connection with the Municipal Council in Macao is to take place on October 28th. This election promises to be quite interesting, as there are two rival parties, each with about six candidates for the six vacant seats.

PIRATES.

PERSONAL.

Feeling is running high in certain quarters this matter were asked in the Legislative Council, but His Excellency has not yet permitted Dr. Dias to return.

The wedding takes place on the 28th inst. of Miss Maria Place, daughter of Mr. Placido Lino Place, and Mr. Teodorico J. X. dos Santos.

FINDING IN 'MYLIE' INQUIRY.

IMPORTANT RECOMMENDATIONS AS TO LOADING OF SHIPS.

THE NEED OF WIRELESS INSTALLATION.

Important recommendations as to the loading of ships on the China coast during the typhoon season, and the installation of wireless telegraphy, were made by the Naval Court of Inquiry appointed at Shanghai to investigate the loss of the str. *Mylie*.

The finding of the Court, read by the President (Lieut.-Commander R. W. Lawrence, R.N., H.M.S. *Cricket*), was as follows:—

The *Mylie* was a steam vessel, schooner rigged, of 1,907 tons registered tonnage 1491.61 built at Shanghai in 1919 and belonging to the port of Shanghai, and having a maximum summer load line of 19 feet 5.7-16 inches.

It appears from the evidence given before this Court that she sailed from Chinwangtao on or about August 20th, 1923, bound for Shanghai with a cargo of about 2,500 tons of slack coal and a crew of 41 hands all told. When leaving the port of Chinwangtao her draught forward was 19ft. 6in. and her draught aft 19ft. 11in., giving a mean draft of 19ft. 8½in. All went well until August 23rd, when the wind from the north-east steadily increased until it was blowing hurricance force and a tremendous easterly typhoon swell arose. The heavy seas broke over the vessel, which would appear to have hove to, and about 8 p.m. on that night broke in the fore hatch companion door, the sea pouring into the 'tween decks. About 8.30 p.m. the vessel took a heavy list to starboard and sank about 9 a.m. on August 23rd, being then to the north of the Saddle Islands, somewhere about 31 N., 122.30 E., all hands being lost save one saloon boy.

CAUSE OF FOUNDERING.

The Court, having regard to the circumstances above stated, finds as follows:—

That the vessel appears to have been well found, sufficiently manned and seaworthy at the time of her departure from Chinwangtao, with the exception that she was overladen about three inches above her summer load line, which fact alone rendered her unseaworthy, especially during the typhoon season on the China coast.

That her cargo of slack coal appears to have been well and properly stowed, and that she carried no deck cargo.

That the seas which broke over her were increased by her overloading, and that the immediate cause of the foundering was the breaking in by the seas of the fore hatch companion door and the consequent flooding of the fore hold with water, which caused the vessel to take a heavy list to starboard and eventually sink, and the Court considers that the said door should have been constructed aft and not forward of the deck house.

LOAD LINE AND WIRELESS.

That the vessel appears to have been well found as regards life-saving appliances and that regular life boat drills were carried out, which, though not fully as required by Board of Trade regulations, were similar to those normally practised on the China Coast, and this Court is of opinion that the heavy loss of life would not have been in any way reduced had the life boat drills been most strictly carried out.

That this Court wishes to direct the attention of the Board of Trade to the advisability of reducing the maximum load line for vessels employed on the China coast during the typhoon season to the winter mark, especially if the vast open estuary of the Yangtse River, where the water is semi-fresh buoyant than salt water, is also taken into consideration.

That this Court also considers that, had the *Mylie* been fitted with wireless telegraphy, she would have received early information regarding the approach of the typhoon and might have been able to avoid it, also even had the casualty still occurred, she would have been able to report her distress, so that assistance might have been afforded her and the loss of life greatly reduced.

The Court therefore urges that the fitting of wireless telegraphy installations to seagoing British ships registered at Shanghai be made compulsory in the same way as it has been made compulsory in the case of British ships registered in the United Kingdom.

The expenses of this Court, fixed at £18 2s., are approved.

The report was signed by the President, and Lieut. D. L. Adams, of H.M.S. *Foxgrove*, Capt. A. R. Williamson, D.S.C., Lieut. R.N.R., Capt. W. H. Lewis, master of the str. *Pembrokeshire*, and Mr. S. Wyatt Smith, Shipping Vice-Consul.

DECLINE OF NATIVE RACES.

At the Science Congress at Melbourne on August 21st, Dr. Cilento, Director of the Institute of Tropical Medicine, read a paper on the decline of native races. He said that there were two outstanding features in the population of the Pacific; the first was the emphasis placed by the early explorers on numbers and the high rate of development and great natural ability of the natives; and secondly, the constant and rapid diminution of numbers since the white man took possession. The Tahitians had decreased from 150,000 in 1774 to about 16,000 in 1890, while the Maoris decreased from 120,000 in 1840 to 40,000 in 1891. In Fiji, seventeen years after British annexation a Commission was found necessary to inquire into the decrease of the native population. The causes of decline were disease, economic, social, and psychological factors. Measures to cope with disease included efficient quarantine, a fully-trained medical force, an active and well-supplied series of laboratories, and special training in tropical diseases.

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HEALTHIER WOMANHOOD.

ANÆMIA OF YOUNG GIRLS DISAPPEARING.

[BY "THE TIMES" MEDICAL CORRESPONDENT.]

In the current issue of Guy's Hospital Reports an article appears by Dr. J. M. H. Campbell, of Guy's Hospital, on the subject of chlorosis, the anæmia of young women, which at one period was so prevalent in England and other countries. The interesting fact is adduced that this disease is rapidly disappearing both from Europe and America.

This phenomenon has much more than a medical interest, for it is the opinion of the author of the paper that the greater amount of exercise and the more ready access to fresh air enjoyed by women to-day are largely responsible for the diminution of this malady. What used to be known as "the green sickness" in fact is yielding to rational methods of life.

The percentage reduction of chlorosis observed in Britain, so far as figures could be collected, is shown in the following table:—

Total British Figures of Chlorosis—Percentages.

Year.	Percentage cases.	Year.	Percentage cases.
1898	6.6	1908	5.0
1899	5.4	1909	4.9
1900	5.6	1910	4.2
1901	6.7	1911	4.4
1902	8.0	1912	4.2
1903	8.3	1913	2.8
1904	6.8	1914	3.1
1905	6.5	1915	2.5
1906	5.5	1916	1.8
1916	5.1	1918	1.9

It is pointed out that a similar fall has been observed in Sweden, in France, in Vienna, and in America. In Sweden and Finland the disease diminished rapidly and suddenly some time between 1892 and 1902, since when it has diminished more slowly. It has now almost disappeared. In America the change for the better took place about 1900-1922. In England it was rather later.

It is held that chlorosis is an exaggeration of a normal condition rather than a disease *sui generis*. Thus the inference is, perhaps, justified that the general health of womanhood throughout the civilized world improved at or about the beginning of the present century. That was the time when the first insistent demands for an outdoor life and regular exercise for school girls and even for grown women began to be made.

The author of the present paper does not seem to favour the idea that better feeding is a contributory cause of improvement. Nor does he support the view that this disease is "occupational" in the sense that it is confined to certain callings. His conclusion is "that the disappearance of chlorosis is a very real change and that it is mainly due to improved conditions of employment allowing more opportunity for fresh air and exercise." He adds, "It should be possible to test such a hypothesis by comparing the amount of chlorosis among the class of Turkish women living in close confinement and among the present women of the other Balkan States where most other conditions are fairly similar. Possibly some doctors with experience of the Near East could provide such information, but I have not been able to find it."

THE FORGOTTEN GREAT.

OCCUPATIONS OF FORMER PROMINENT MEN.

Where are the heroes of yesterday? asks a recent issue of a home paper. Where are the bearers of mighty names which a decade back were on all men's lips? Where are the snows of yesteryear?

Mr. Lloyd George, fresh from a parliamentary session in which he was conspicuous chiefly by his silence, is preparing, to go on an American lecture tour.

Mr. Georges Clemenceau, France's war-time Premier, is spending the ninth anniversary of the world struggle in his studio, working on a book of philosophy which he expects to finish in fifteen years.

Ex-President Wilson, of the United States, still a victim of the illness which put a term to his political career, is also engaged in literary work in his retirement.

The Kaiser and the Crown Prince will cherish such memories as the anniversary has brought them, in exile the one at Doorn, the other at Wieringen.

Alexander Kerensky, for a short breathing space the dictator of Russia after the downfall of the Czar, is now editor of a small Russian newspaper.

The Grand Duke Alexander, brother of the Czar, has taken off his medals and begun to write for the magazines.

Mr. Rene Viviani, to whom during the war the whole world listened when he had anything to say, is practising law and exercising his oratory in Paris law courts.

Marshal Foch, commander of the Allied armies, is engaged in winning allies for France in Poland and Czecho-Slovakia, whence he has just returned.

Field-Marshal Lord Haig is trying to make the world a place fit for heroes to live in.

General Wrangel, the famous Russian "White" commander, is camping at an old French château at Faugere. He does odd jobs to earn food. Mrs. Wrangel has sold all her jewels. Their son has started to work in a factory; a daughter to make dresses in Paris.

For General Pershing, commander of the United States forces, the ninth anniversary of the war will be tragically marked by the death of President Harding.

Field-Marshal Hindenburg is living quietly at Hanover, now and again attending Monarchist celebrations.

General Ludendorff has a villa outside Munich, where he writes a little and is one of the big figures in the Bavarian Fascist movements.

Signor Giolitti, ex-Premier of Italy, writes books and publishes a newspaper.

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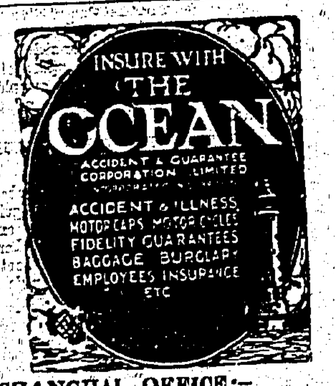
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Mr. E. Bleng, of the Punjab Police Training School, Phillaur, says:—"I was badly kicked by a horse, and sustained a deep cut which went down to the bone. Swelling and inflammation set in, proud flesh formed, and the limb was full of dreadful pain. I was advised to try Zam-Buk. This balm had an instantaneous pain-soothing effect, and it quickly cleansed the deep sore of all foul matter. Continued treatment resulted in a complete cure."

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*Emil Kirdorf	9,000 tons	1st half of December.
†Scheer	12,300 tons	1st half of January, 1924.
*Albert Vögler	9,000 tons	1st half of February, 1924.

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*Carl Legien	9,000 tons	8th October, Calling at Manila & Cebu.
*Adolf von Bayer	9,000 tons	16th November.
Hindenburg	12,250 tons	—
*Emil Kirdorf	9,000 tons	—
†Scheer	12,300 tons	—

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DISEASE NO MYSTERY.

"Whatever else in the world may go ill, all goes well with the work of the medical profession," says the *Telegraph*. "At this year's annual conference of the British Medical Association the discussions ranged, as usual, over many and various subjects, but the general effect has been a reporting of good progress in almost all directions, and of really notable success in certain cases.

"The presidential address of Mr. Charles Childe, senior surgeon of the Royal Portsmouth Hospital, opened with a deeply-interesting review of the revolutionary change which has come about in medical science in the past half-century owing to those discoveries of which Pasteur was the pioneer. At a time well within living memory 'all diseases was a mystery.' The causes of it were unknown, its treatment was largely empirical, and Mr. Childe went so far as to say that medicine had done much more to constitute itself a science in the last fifty years than in all the previous ages of its history.

"The bacteriological origin of about half the disorders that afflict mankind has been established, and research will undoubtedly add to the number of diseases which can be attacked by aiming directly at the living organisms which cause them. It may be noted that while this conference was proceeding a foreign investigator's claim to have discovered the germ of scarlet fever was reported in the Press. As a result of the methods of treatment thus made possible, and of the attention given to combating the conditions found to be favourable to the existence and spread of infective organisms, many of the most fatal diseases have been practically stamped out of existence within our own times.

"Mr. Childe recalled that so late as 1875 there were in this country 1,499 deaths from typhus. Nowadays a case is very rarely met with. Typhoid fever, again, is well on the way to extinction, the reason in both cases being the vast improvement in the sanitary conditions in which the mass of the population live. Though much still remains to be done, such conditions are immeasurably better than they were, and the fact may be commended to the attention of those who associate 'the Capitalist system' with an indifference to the well-being of the poor, which exists only in their own imaginations.

"Yet there are directions in which medicine is able to record practically no progress whatever. The five most formidable scourges of our civilisation to-day are cancer, tuberculosis, venereal disease, rickets, and alcoholism; and of the first of these hardly anything is yet known, in spite of the incessant activity of research concentrated upon the problem. An important advance has been made in the surgical treatment of it, as was shown in the discussions in the surgical section, and Mr. H. J. Paterson's confident hope that the cause of the disease will soon be established is shared by all who realise the intensity of the efforts now being directed to that end.

"But attention must be drawn to the president's reminder that the financial means of prosecuting this inquiry are the affair of the public which must see to it that this research is not crippled or stinted. The etiology of rickets, again, is still one of Nature's secrets; we only know that it never occurs save under what are called civilised conditions. But with a few such exceptions, the record of progress is astonishing; and one of the most remarkable features of it came under discussion at the Conference when the subject of diabetes was brought before it.

"Dr. Banting, the young Canadian investigator who is to-day world-famous in the literal sense of the term, was greeted with a demonstration of welcome such as is rarely heard in a learned assembly when he rose to give an account of the long and finally triumphant experimental research which resulted in the discovery of insulin.

"Dr. Banting, who has been placed by a vote of the Canadian Parliament in a position to devote the rest of his life to research, will no doubt carry his work beyond the experimental stage in which he admits it to be at present."

ENDURANCE OF WHITE MEN.

The survivors of the *Trevessa*, who arrived at Tilbury on August 23rd, departed for their homes immediately proceedings connected with their official welcome had concluded.

Mr. A. Warner, secretary of the London branch of the Amalgamated Marine Workers' Union, said that the sufferings of those men had settled once and for all, he thought, the question of whether the white man or the black man had the greater physical endurance. "That," he remarked, "has been a debatable matter for quite a long time amongst seamen. What has happened with the *Trevessa* seems to put an end to the controversy. Here we have coloured men, in a latitude which one would expect to be less trying to them than to white, dying under the ordeal, and the white men coming through with far fewer fatal casualties."

ATLANTIC LINERS' VOYAGE.

575 MILES IN ONE DAY.

Of two great Transatlantic liners which started from New York together, the United States *Leviathan* and the White Star *Olympic*, the former reached Southampton on August 24th, at the end of a voyage which was accomplished in five days, eleven hours, sixteen minutes. The *Leviathan* docked just after two o'clock. The *Olympic* was passed seven hours after leaving New York. The average speed of the *Leviathan* was 24.35 knots. Her best day's run was 575 miles, at an average speed of 24.93 knots.

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	SAILINGS SUBJECT TO ALTERATION.		
STRAITS & CALCUTTA	"LAISANG"	Saturday,	6th Oct., 3 p.m.
SHANGHAI via SWATOW ...	"WAISHING"	Sunday,	7th Oct., D.L.
BANGKOK via SWATOW	"CHAKSANG"	Tuesday,	9th Oct., Noon.
TSINGTAU via SWATOW & SHANGHAI	"YUSANG"	Wednesday,	10th Oct., D.L.
TIENTSIN	"CHIPSHING"	Wednesday,	10th Oct., Noon.
SHANGHAI via SWATOW ...	"KWONGSANG"	Friday,	12th Oct., D.L.
MANILA	"MINGSANG"	Friday,	12th Oct., 3 p.m.
HAIPHONG via HOIHOW ...	"LOKSANG"	Saturday,	13th Oct., 10 a.m.
KOBE via MOJI	"FOOKSANG"	Saturday,	13th Oct., Noon.
TSINGTAU via SWATOW & SHANGHAI	"TUNGSHING"	Wednesday,	17th Oct., D.L.
STRAITS & CALCUTTA	"HOSANG"	Thursday,	18th Oct., 3 p.m.
SANDAKAN	"HINSANG"	Saturday,	20th Oct., 3 p.m.
BANGKOK via HOIHOW	"CHUNSANG"	Thursday,	1st Nov., 9 a.m.

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"CARMARTHENSHIRE"	31st Oct.	"GLENOGLE"	29th Oct.,	London, Rotterdam and Hamburg.
"GLENGARRY"	1st Nov.	"GLENAMOY"	...End of Nov.,	Genoa, London, Rotterdam and Hamburg.
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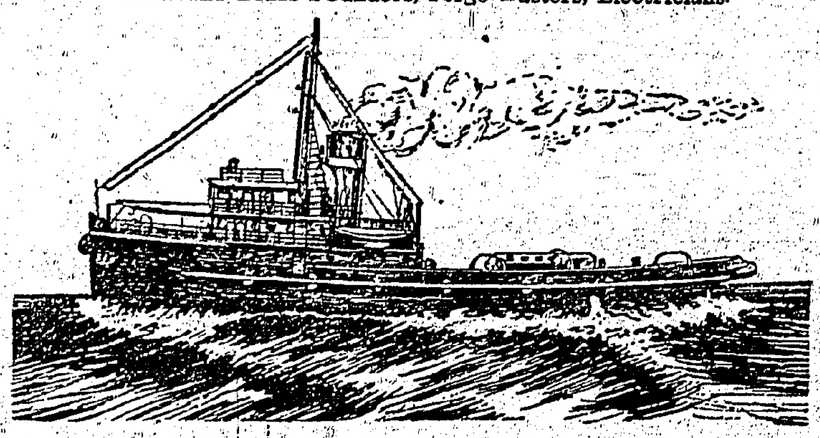
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SHIPPING NEWS

ARRIVALS.

October 4th.

Pholee, Chinese str., 314 tons, Capt. Lai Yee, from K. C. Wan, with a general cargo, laying at Ping On wharf.—Tung Wo S.S. Co.

Pyrulace, Norwegian str., 743 tons, Capt. E. Winnes, from Bangkok, with a general cargo, laying at buoy No. C19.—K. Larsen & Co.

Uwajima Maru, Japanese str., 683 tons, Capt. Yoshihari, from Keelung, with coal, laying at buoy No. B30.—Y.K.K.

West Cache, American str., 4,193 tons, Capt. C. Green, from San Francisco and Shanghai, with a general cargo, laying at Stonecutters.—Struthers & Barry.

Kamihari Maru, Japanese str., 552 tons, Capt. S. Namika, from Keelung, with coal, laying at buoy No. C48.—Matsui & Co.

October 5th.

Amherst, Chinese str., 241 tons, Capt. Kwok Shan, from Haihow, with a general cargo, laying at buoy No. C20.—On Fat S.S. Co.

Benclench, British str., 3,294 tons, Capt. J. Struth, from London and Manila, with a general cargo, laying at Kowloon wharf.—G. L. & Co.

Borneo Maru, Japanese str., 4,282 tons, Capt. Kojima, from Moji, laying at Kowloon wharf.—O.S.K.

Foolee, Chinese str., 859 tons, Capt. K. Ishii, from Chefoo, with a general cargo, laying at buoy No. C40.—Yue Tai Hong.

Hai Hong, British str., 1,270 tons, Capt. Passmore, from Foochow, with a general cargo, laying at Douglas wharf.—D. L. & Co.

Kinjo Maru, Japanese str., 2,019 tons, Capt. T. Motoshige, from Keelung, with a general cargo and coal, laying at O.S.K. wharf.—O.S.K.

Malwa, British str., 10,941 tons, Capt. W. R. Le Mare, R.N.R., from London, which port she left on August 31st, Ioon wharf.—Mackinnon, Mackenzie & Co.

Mantua, British str., 5,889 tons, Capt. A. B. Armitage, R.N.R., from Kobe, with a general cargo, laying at buoy No. A2.—Mackinnon, Mackenzie & Co.

Phra Nang, British str., 1,022 tons, Capt. H. C. Kiddle, from Haihow, with a general cargo, laying at buoy No. C42.—Cheong Yue S.S. Co.

Scottsburg, American str., 4,829 tons, Capt. J. W. Nicholson, from Kolambagan, with a general cargo, laying at Kowloon wharf.—A.O.L.

Sinkiang, British str., 1,616 tons, Capt. C. W. Puckett, from Shanghai and Swatow, with a general cargo, laying at buoy No. B12.—B. & S.

Sofala, British str., 5,381 tons, Capt. S. Morgan, from Rangoon, with rice, laying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Taiyo Maru, Japanese str., 22,000 tons, Capt. Y. Maki, from San Francisco, with a general cargo, laying at buoy No. A6.—T.K.K.

Tjisondari, Dutch str., 5,013 tons, Capt. J. P. Scholten, from Dalny, with a general cargo, laying at buoy No. A8.—J.C.-J.L.

Tyndareus, British str., 7,192 tons, Capt. F. Adcock, from Vancouver and Nagasaki, with a general cargo, laying at buoy No. A3.—B. & S.

Yu Sang, British str., 1,122 tons, Capt. W. Field Hook, from Shanghai and Swatow, with a general cargo, laying at buoy No. C45.—J. M. & Co.

CLEARANCES.

October 5th.

Arafura, for Manila.
Benclench, for Shanghai.
Chun Sang, for Haihow.
Haiman, for Canton.
Jade, for Haiphong.
King On, for Macao.
Lee Sang, for Haihow.
Malwa, for Shanghai.
Mantua, for Singapore.
Orthrys, for Moji.
Perseus, for Manila.
Prosper, for Saigon.
Shansi, for Amoy.
Sinkiang, for Canton.
Tokiwa Maru, for Swatow.
Telemachus, for Saigon.
Tjipanas, for Saigon.
Tjisondari, for Muntok.
Umpihari Maru, for Canton.
Wing Sang, for Manila.
Yangtze Kiang, for Kongmun.
Yu Sang, for Canton.

PASSENGERS.

ARRIVALS.

Per s.s. *Hai Hong*, from Foochow and coast, on October 5th:—Mrs. Young, Miss Bond, and Mr. Hudson.

Per T.K.K. s.s. *Taiyo Maru*, on Oct. 5th: Mr. and Mrs. D. Duncan, Miss Jean Gardner, Mrs. M. Jarman, Miss E. Madison, Mr. P. J. Sevilla, Mr. J. W. Towndley and Mrs. H. E. Townley.

Per P. & O. s.s. *Mantua*, from Kobe and Shanghai for Hongkong, on October 5th: Mrs. C. C. Hickling, Miss B. M. Scott, Miss Gordon, Miss L. Arnold, Mr. and Mrs. G. Hummel, Miss Cooper, Mr. and Mrs. Matheson, Mr. M. H. Ivy, Mr. Carl Foss, Mr. C. S. Bubbay, Lieut. C. Faure, Miss V. Vale, Mr. J. Connor, Mr. A. Bonus, Mr. A. M. Birchall, Mr. and Mrs. E. P. Brown, Miss F. Brown, Mrs. J. E. Stiebel, Mr. H. Norton, Mr. O. Lee, Mr. and Mrs. W. J. Brown, Mr. and Mrs. R. B. Jones, Mr. F. M. Ellery, Miss Ellery, Lieut. J. Money, Surg.-Lt. Homer, Miss B. Jones, Miss J. D. Jones, Mr. and Mrs. M. Shroff, Mr. and Mrs. Vail.

Per P. & O. s.s. *Malwa*, from London, on October 5th:— Sub.-Lieut. Agnew, Rr.-Admi. Anderson, Mr. and Mrs. Assayag, Mr. and Mrs. Arthur, Mr. S. Bowen, Mr. and Mrs. Bowen, Sub.-Lieut. Brownrigg, Sub-Lieut. Boyle, Bishop W. Banister, Mr. and Mrs. Bryson, Mr. E. E. Borissoff, Mr. and Mrs. Buckle, Miss M. J. Cobbett, Sub-Lieut. Courage, Sub-Lieut. Cameron, Comdr. J. Clegg, Mr. A. E. Clinton, Mr. and Mrs. Campbell, Mrs. W. Campbell, Miss N. Carter, Rev. and Mrs. Castleton, Mrs. Couquehoun, Lieut. C. H. Drage, Mr. and Mrs. Davis, Mr. M. S. Fyffe, Mr. S. M. Grew, Mr. and Mrs. Horne, Mrs. E. House, Mr. C. F. Hamilton, Mr. F. H. Hill, Mr. and Mrs. Hermandsen, P.O. Hunt, Mr. Habib, Mr. J. Holders, Mrs. Henking, Mr. J. G. Jucker, Mr. H. Knoff, Mrs. E. K. Kaai, Mr. A. L. Landebert, Lt.-Engr. Manley, Mrs. D. F. Mann, Mr. W. H. Maxted, Capt. and Mrs. McAdams, Mrs. D. McAinsh, Mr. and Mrs. McCain, Mr. J. R. Milligan, Mr. H. Mills, Mr. W. B. Makujee, Miss E. Mecham, Mr. and Mrs. Nordquist, Mrs. Ost, Mr. and Mrs. Pierepont, Lieut. H. H. Rogers, Mr. H. H. Robson, Rev. and Mrs. Russell, Dr. de Souza, Miss C. L. Scott, Miss Starkey, Mr. J. Scott, Paymaster-Lieutenant-Commander Symes, Mr. H. Selby, Miss Seal, Miss E. Spicer, Miss T. Shiuchong, Mr. F. L. Turner, Miss H. Thompson, Mr. A. D. Tyler, Mr. H. Thompson, Mr. B. Thams, Rev. and Mrs. Tatan, Mr. C. V. Turner, Rev. Unterberger, Miss A. Ware, Lt.-Engr. Wynne, Mr. W. N. Wedhoomal, Rev. and Mrs. Watson, Mr. A. J. Whitmore, Mr. Zalsman.

SHIPPING MOVEMENTS.

The s.s. *Tairesias* (Blue Funnel), from Liverpool, left Singapore on the 5th inst. for this port and is due here on the 9th inst.

The s.s. *Celtic Prince* (Furness) is expected to arrive here from Keelung this afternoon.

The Admiral Oriental liner *President Jackson*, from Hongkong on October 4th, is due at Manila on October 6th, at 7.30 a.m. She sails from that port on October 9th, at 5 p.m., and is due here on October 11th, at 7.30 a.m., and will sail for Seattle and Victoria, *via* Shanghai, Kobe and Yokohama on October 13th, at 10 a.m.

VESSELS EXPECTED

Agapenor (Blue Funnel), due Oct. 8th.
Awa Maru (N.Y.K.), due October 7th.
Bakersfield (Admiral Oriental), due Oct. 18th.
Benmohr (Ben Line), due Nov. 1st.
Benreoch (Ben Line), due October 18th.
Chili (M.M.), due October 10th.
Glaucus (Blue Funnel), due Oct. 24th.
Hakozaki Maru (N.Y.K.), due Oct. 9th.
Helenus (Blue Funnel), due Nov. 2nd.
Kaga Maru (N.Y.K.), due October 11th.
Machaon (Blue Funnel), due Oct. 16th.
President Jefferson (Admiral Oriental), due October 14th.
Prometheus (Blue Funnel), due to-day.
Sado Maru (N.Y.K.), due October 11th.
Torilla (B.I. and Apcar), due to-day, a.m.

WEATHER REPORT.

October 5th at 18.24.—Pressure has decreased slightly at the majority of reporting stations. The anticyclone continues to move slowly eastward while the position of the Guam typhoon has become rather indefinite. It probably continues to move in northerly direction. A irregular area of low pressure extends eastward from the Visays.

Hongkong rainfall for the 24 hours ending at 18 hours, 5th October, 0.10 inch. Total since January 1st, 86.16 inches, against an average of 77.16 inches.

The forecast for the 24 hours ending at 18 hours, 6th Oct., is as follows:—

District	Forecast
Formosa Channel ...	N.E. winds, fresh.
Hongkong to Gap Rock	N.E. winds, moderate; fair.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	do.

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Empress Canada	Nov. 17	Dec. 3	Melita	Dec. 13	Dec. 20
Empress Russia	Nov. 29	Dec. 17	Minnedosa	Dec. 27	Jan. 3
Empress Australia	Dec. 21	Jan. 9	Marburn	Jan. 16	Jan. 23

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TENYO MARU	22,000 tons, Oct. 27th.
KOREA MARU	20,000 tons, Nov. 5th.
SHINYO MRUA (calling at Manila and Keelung)	23,000 tons, Nov. 16th.
SIBERIA MARU (calling at Dairen)	20,000 tons, Nov. 28th.

HONGKONG TO VALPARAISO.
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RAKUYO MARU	18,500	January 15th.

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STEAMER	LEAVE HONGKONG
MEIYO MARU (calling at Philiphine Islands)	October 19th

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FREIGHT ONLY
CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GILPEN" Oct. 18th, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—
PACIFIC MAIL STEAMSHIP CO.
1ST FLOOR, QUEEN'S BUILDING, HONGKONG.

Cable Address: "SOLANO." Tel. Central 141. " " 3322. Canton Agents: HOLYOAK, MASSEY & CO., LTD.

N.Y.K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
Through passage rates to Europe via America G.3405, G.3420, G.3440

KAGA MARU (Calling Keelung) Monday, 15th Oct., at 11 a.m.
IYO MARU Thursday, 4th Nov., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.
HAKOZAKI MARU Tuesday, 9th Oct., at 4 p.m.
HAKUSAN MARU Monday, 22nd Oct., at 4 p.m.

HAMBURG via LONDON & ROTTERDAM
MATSUMOTO MARU Sunday, 7th Nov.

LIVERPOOL via MARSEILLES & VALENCIA.
LYONS MARU Wednesday, 31st Oct.

SYDNEY & MELBOURNE via Manila, &c.
YOSHINO MARU Wednesday, 17th Oct., at 11 a.m.
AKI MARU Wednesday, 14th Nov.

NEW YORK & BOSTON VIA PANAMA.
TAKETOYO MARU... Thursday, 1st Nov.

BUENOS AIRES via Singapore, Durban & Cape Town.
KANAGAWA MARU Thursday, 25th Oct.

BOMBAY via Singapore and Colombo.
SADO MARU Friday, 12th Oct.

CALCUTTA via Singapore, Penang & Rangoon.
AWA MARU Monday, 8th Oct.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU Thursday, 11th Oct., at 11 a.m.

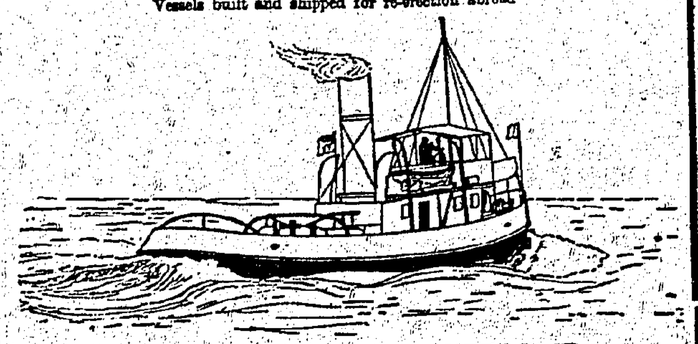
SHANGHAI, KOBE & YOKOHAMA
ROZAN MARU Thursday, 11th Oct.
KAMO MARU Saturday, 13th Oct.
WAKASA MARU Tuesday, 16th Oct.
KATORI MARU Tuesday, 23rd Oct.

For further information apply to— NIPPON YUSEN KAISHA
Telephone: Central Nos. 292, 293 & 2422. F. OGURI, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

Builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-erection abroad



OIL-FIRED TUG BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

Boilers, Makers Founders and Constructional Engineers and Repairers

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"KASAMA" 14th October Havre, London, Rotterdam & Hamburg.

PASSENGER SERVICE.

"CITY OF KARACHI"	16th October	Shanghai and Kobe.
"CITY OF KARACHI"	4th December	Marseilles & London.
"CITY OF PARIS"	2nd January	Do.
"CITY OF CANTERBURY"	21st Febuary	Do.
"CITY OF YORK"	30th March	Do.
"CITY OF CAIRO"	18th April	Do.

FARES TO LONDON.

SINGLE	1st Class "A"...£ 92.	"B"...£ 84.	2nd Class "A"...£ 69.	"B"...£56.			
RETURN	" "A"... 161.	"B"... 147.	" "A"... 103.	"B"... 98.			

For urther particulars apply to—
THE BANK LINE, LTD.
or to (Tel. Central 780).
HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s. "KARONGA"	via Suez Canal	15th Oct.
s.s. "ALCINOUS"	via Suez Canal	25th Oct.
s.s. "CITY OF ORAN"	via Suez Canal	5th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to—
BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD. CANTON. [17

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	P.N. Arr. at Hgkg. and Sailing for S'hai. and Japan.	Probable Sailing from Hongkong for Marseilles.
CORDILLERE	—	—	16th Oct.
ANGERS	—	—	30th Oct.
CHILI	7th Sept.	10th Oct.	13th Nov.
PORTHOS	21st Sept.	24th Oct.	27th Nov.
ANGKOR	5th Oct.	7th Nov.	11th Dec.
CHAMBORD	19th Oct.	22nd Nov.	26th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.
(Including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS	1st Class.....£ 95. 0s. 0d.	B CLASS STEAMERS	1st Class.....£ 89. 0s. 0d.
	2nd "£ 68. 0s. 0d		2nd "£ 62. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (CARGO BOATS).

S.S. C. P. "LECOCQ" loading for ALGER, ORAN, HAVRE, ANTWERP, DUNKIRK, about 13th Oct., and may eventually call at Liverpool, Valence, Casablanca, Bordeaux, Rotterdam (if sufficient inducement offers).
Also through B/Lading issued to HELSINFORS, REVAL and RIGA.
Sailings subject to alteration without notice.
For full Particulars apply to:—
MESSAGERIES MARITIMES CO.,
Telephone: Central 740. 8, QUEEN'S BUILDING,
CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Cuisine and Excellent cuisine

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days.)

HAIHONG	Capt. W. C. Passmore	Sunday,	7th Oct.,	at 10 a.m.
HAIFOONG	Capt. Ellis Walker	Tuesday,	9th Oct.,	at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier

For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.,
(General Managers). [13

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR:—
THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE:—TOKIO

No. 1 PEDDER ST., HONGKONG.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SOUDAN"	6,696	17th Oct.	S'pore., Penang, Colombo & B'bay.
"KARMALA"	9,098	19th Oct.	Mars., London & Antwerp.
"CALEDONIA"	7,632	2nd Nov.	B'bay., Mars., Gib., L'don. & A'werp
"NELLORE"	6,883	6th Nov.	Mars., London, Antwerp & R'dam.
"SICILIA"	6,813	14th Nov.	S'pore., Penang, Colombo & Bombay
"MALWA"	10,941	16th Nov.	Mars., Gib., London & Antwerp.
"NYANZA"	7,023	24th Nov.	Marseilles, London & Antwerp.
"KALYAN"	9,062	30th Nov.	do.
"SOUDAN"	6,696	13th Dec.	S'pore., Penang, Colombo & B'bay
"DEVANHA"	8,082	14th Dec.	Mars., London & Antwerp.
"KAISAR-I-HIND"	11,430	28th Dec.	B'bay., Mars., Gib., L'don. & A'werp

1924.

"KHIVA"	9,097	11th Jan.	MARSEILLES & LONDON via Usual Ports of Call.
"MACEDONIA"	11,089	25th Jan.	
"KASHGAR"	8,940	8th Feb.	do.
"MOREA"	10,911	22nd Feb.	do.
"KARMALA"	9,098	7th March	do.
"NALDERA"	15,993	21st March	do.
"DELTA"	8,047	4th April	do.
"CHINA"	7,985	18th April	do.
"KALYAN"	9,062	2nd May.	do.
"KASHMIR"	8,960	16th May.	do.

BRITISH INDIA - APCAR SAILINGS

"TAKADA"	6,949	8th Oct.	Singapore, Penang & Calcutta.
"TORILLA"	5,205	29th Oct.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	7th Oct., 10 a.m.	Manila Sandakan, Thursday Island, Townsville, Brisbane Sydney & Melbourne.
"ST. ALBANS"	4,500	3rd Nov.	
"EASTERN"	4,000	1st Dec.	

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal [San Francisco, etc.
The P. & O. Branch Service of Steamers to London via the Cape
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Cana

SAILING TO SHANGHAI & JAPAN

"MALWA"	10,941	6th Oct., 10 a.m.	Shanghai, Moji & Kobe.
"TORILLA"	5,205	7th Oct.	Amoy, Shanghai, Moji & Kobe.
"SOFALA"	5,381	9th Oct.	Kobe direct.
"ST. ALBANS"	4,500	9th Oct.	Moji & Kobe.
"KALYAN"	9,062	12th Oct.	Shanghai, Moji & Kobe
"CALEDONIA"	7,632	20th Oct.	Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to NOON on the day previous to sailing.
For Further Information, Passage Fares, Freights Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. [1

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



For BOSTON and NEW YORK



S.S. "CELTIC PRINCE" on 7th October.
S.S. "SLAVIC PRINCE" on 31st October.

For Freight and full particulars apply to—
FURNESS (FAR EAST), LIMITED,
Telephone: Central 3185 (Incorporated in Great Britain)
Telegrams (Furnarines) St. George's Building [21

O. S. K.

SAILINGS FROM HONGKONG SBUJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore Colombo, Suez and Port Said.
"LONDON MARU" Monday, 15th Oct.
"PARIS MARU" Monday, 22nd Oct.

RIO DE JANEIRO, SANTOS, & BUENOS AIRES—via Saigon Singapore, Colombo, Durban and Capetown.
"CANADA MARU" (Call at Montevideo) Friday, 2nd Nov.

BOMBAY via Singapore and Colombo.
"BORNEO MARU" (Call at Penang) Saturday, 6th Oct.
"HIMALAYA MARU" Saturday, 20th Oct.

BANGKOK, MANILA & SINGAPORE.
"BUSHO MARU" Thursday, 1st Nov

CALCUTTA via Singapore & Rangoon.
"MALAY MARU" Friday, 19th Oct.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports
"MANILA MARU" Friday, 19th Oct.

NEW YORK via Japan Ports, San Francisco and Panama.
"HAGUE MARU" Middle of Oct.

JAPAN PORTS—Moji, Kobe, Osaka, Yokkaichi & Nagoya.
"INDO MARU" Tuesday, 9th Oct.
"SUMATRA MARU" Sunday, 14th Oct.
"AMUR MARU" Monday, 22nd Oct.

KEELUNG via SWATOW & AMOY.
"KAJO MARU" Sunday, 7th Oct., 10 a.m.
"SUMA MARU" Sunday, 14th Oct., 10 a.m.

TAKAO via SWATOW & AMOY.
"BOSHU MARU" Thursday, 11th Oct., 8 a.m.

TAKAO & KEELUNG.
"BUSHO MARU" Sunday, 7th Oct.

For further particulars please apply to—
OSAKA SHOSEN KAISHA
Central No. 4993. K. SHIMA, Manager [9

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
AMOY & SHANGHAI	"SHANSI"	On 6th Oct., D.L.
HOIHOW & SINGAPORE	"CHINHUA"	On 6th Oct., 10 a.m.
SWATOW & SHANGHAI	"LIANGCHOW"	On 7th Oct., 10 a.m.
SHANGHAI & TSINGTAO	"SINKIANG"	On 7th Oct., Noon.
SWATOW & SINGAPORE	"KWANGCHOW"	On 7th Oct., Noon.
WEIHAIWEI, CHEFOO, TIENTSIN & NEWCHWANG	"CHEKIANG"	On 7th Oct., 4 p.m.
AMOY & SHANGHAI	YINGCHOW	On 9th Oct., D.L.
SWATOW & BANGKOK	KINGYUAN	On 9th Oct., Noon.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 10th Oct., 10 a.m.
MANILA	"TEAN"	On 10th Oct., 11 a.m.
SWATOW & SHANGHAI	"LUCHOW"	On 11th Oct., D.L.
AMOY, SWATOW & SINGAPORE	"KWEIYANG"	On 11th Oct., D.L.
SHANGHAI	"SZECHUEN"	On 12th Oct., D.L.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 13th Oct., D.L.
ANTUNG	"WUHU"	On 13th Oct., D.L.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bs/Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE
TELEPHONE CENTRAL 85. (JOHN SWIRE & SONS, LTD.)
Agents.
CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) [4

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILING SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave H'kong. for Manila Cebu, & Aus. Ports
"TAIYUAN" ...	5th October, p.m.	10th October, 3 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports

For freight and passage apply to— BUTTERFIELD & SWIRE
Telephone, Central No. 36. (JOHN SWIRE & SONS, LTD.) Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "Mursa" Due Hongkong 25th Oct. Leave Hongkong 26th Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO SINGAPORE.

U.S.S.B. "West Cactus" Due Hongkong 4th Oct. Leave Hongkong 6th Oct.
U.S.S.B. "West Ivan" Due Hongkong 30th Oct. Leave Hongkong 31st Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA AND P. I. PORTS.

U.S.S.B. "West Sequana" Due Hongkong 31st Oct. Leave Hongkong 1st Nov.

FOR FULL INFORMATION APPLY TO
STRUTHERS AND BARRY.
L. EVERETT, 1st Floor, Queen's Building,
General Agent for Phone Central No. 3008.
JAPAN-CHINA-PHILIPPINES. K. A. HEYUM, Res. Agent.
INDO-CHINA-STRAITS & JAVA. [122

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "SURUGA" sailing on or about 23rd Oct.
S.S. "BOLTON CASTLE" sailing on or about 12th Nov.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.
REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI YOKOHAMA & KOBE.

S.S. "FIUME-L" sailing on or about 2nd Nov.
S.S. "DUCHESSA D'AOSTA" sailing on or about 2nd Dec.

FOR BRINDISI, VENICE & TRIESTE
Via SINGAPORE, PENANG & COLOMBO.

S.S. "VENEZIA" sailing on or about 2nd Nov.
S.S. "FIUME-L" sailing on or about 2nd Dec.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.
* S.S. "UMVOTI" sailing from Calcutta on or about 1st Dec.
From Calcutta and Colombo
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.
*This Steamer carries freight only.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LIMITED,
Telephone Central 1030. Agents.

POST OFFICE NOTICE.

GENERAL HOLIDAY.

On Monday, the 8th inst, the G.P.O and the Branch Post Offices will be open as follows:—

The G.P.O and Kowloon Branch—8 a.m. to 9 a.m only.

Sheungwan Branch:—8 to 9 a.m., and 5.30 to 8 p.m.

Wantsai, Saiyingpun, Yaumati, and Shum Shui Po Branches—8 to 9 a.m., and 5 to 6 p.m.

There will be one collection of letters from the pillar boxes and one delivery of ordinary correspondence as on Sunday, and also one delivery of registered correspondence from the G.P.O. at 9 a.m.

The Money Order Office will be entirely closed.

INWARD MAILS.

From	Per	Due
Manila	*Pres. Wilson*	6th Oct.
Straits	*Torilla*	6th Oct
Australia and Manila	*Taiyuan*	6th Oct.
Shanghai	*Yingchow*	6th Oct.
Japan	*Awa Maru*	7th Oct.
Shanghai	*Luchow*	7th Oct.
Japan & Shanghai	*Hokoxaki Maru*	9th Oct.
Manila	*Kaga Maru*	11th Oct.
London (Parcels 5th Sept.)	*Kaiyan*	11th Oct
Japan	*Saido Maru*	11th Oct.
U.S.A., Canada, Japan and Shanghai	*Pres. Jefferson*	14th Oct.

OUTWARD MAILS

For	Per	Date	
*Hoihow and Bangkok	*Chun Sang*	Saturday, 6th,	8.00 A M
Shanghai and *Japan	*Malwa*		6.30 A M
Hoihow and Haiphong	*Loosang*		9.00 A M
Java via Batavia	*Tjisondari*		Noon
Straits, *Bangkok, Ceylon, Mauritius, L. Marquis, S. Africa, India, via D'kodi.	*Borneo Maru*		12.30 P M
Bombay and Aden	*Laisang*		1.00 P M
Straits and Calcutta	*Poo Lee*		2.00 P M
Fort Bayard	*Arafura*	Parcels, 6th,	5.00 P M
Manila, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, 20th Oct.		Sunday, 7th, Registration	8.15 A M
		Letters	8.30 A M
Shanghai, Japan, Honolulu, Canada, U.S.A. Central and South America, & *EUROPE via SAN FRANCISCO —due San Francisco, 29th Oct.	*Pres. Wilson*	Parcels, 6th,	5.00 P M
		Sunday, 7th, Registration	9.00 A M
		Letters	9.00 A M
*Swatow, *Amoy and Formosa	*Kaijo Maru*	Sunday, 7th.	9.00 A M
Swatow, Amoy and Foochow	*Haihong*		9.00 A M
Amoy	*Yingchow*	Monday, 8th,	9.00 A M
Japan, Honolulu, & *San Francisco—due San Francisco 2nd Nov.	*Taiyo Maru*		9.00 A
Swatow and Bangkok	*Kinyuan*	Tuesday, 9th	10.30 A M
Swatow, Amoy and Foochow	*Haifoong*		Noon
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via D'kodi.	*Hakozaki Maru*	Registration,	1.15 P M
Egypt & EUROPE via MARSEILLES—due Marseilles, 8th Nov.		Letters	2.30 P M
Shanghai, *Japan, Honolulu, Canada, U.S.A., Central & South America & EUROPE via SAN FRANCISCO —due San Francisco, 1st Nov.	*Pres. Taft*	Parcels	5.00 P M
		Registration	5.00 P M
		Letters 10th,	8.30 A M
Swatow, Amoy and Formosa	*Soshu Maru*	Wednesday, 10th,	5.00 P M
Japan	*Aki Maru*	Thursday, 11th,	9.30 A M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

"AGAPENOR" 9TH OCT. London, Rotterdam & Dunkirk.
"ELPENOR" 17TH OCT. London, Rotterdam & Hamburg.
"ATREUS" 30TH OCT. London, Rotterdam & Hamburg.
"TEIRESIAS" 6TH NOV. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"PROMETHEUS" 6TH OCT. Marseilles, Harve, Liverpool & Glasgow.
"RHEXENOR" 10TH OCT. Genoa, Marseilles, Liverpool & Glasgow.
"MEMNON" 25TH OCT. Genoa, Marseilles, Liverpool & Glasgow.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"TYNDAREUS" 27TH OCT. } Victoria, Seattle & Vancouver.
"PROTESILAUS" 20TH NOV. }

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"ALCINOUS" 25TH OCT. via Suez and Boston.

PASSENGER SERVICE

"TEIRESIAS" 10TH OCT. for Shanghai.
"TEIRESIAS" 6TH NOV. for Singapore & London.
"SARPEDON" 11TH DEC. for Singapore, Marseilles & London
"PATROCLUS" 8TH JAN. for Singapore, Marseilles & London
"MENTOR" 12TH FEB. for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.),
AGENTS.

20]

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE:
York Building, Chater Road, Hongkong
BRANCHES:
Shanghai.—51, Kiangse Road.
Hankow.—British Concession.
CORRESPONDENTS IN:
London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.
PROMPT SERVICE.
Attractive rates for all kinds of Deposits enquiries are welcome.

T. H. MAI,
Manager.
1863]

THE CHINESE MERCHANTS BANK, LTD.
華商銀行有限公司
HEAD OFFICE:
Alexandra Buildings, Chater Road.
GENERAL Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.

K. O. LAU,
Chief Manager.
[31

COMMERCIAL.

OPENING QUOTATIONS.

5th October, 1923.

ON LONDON.—	
Telegraphic Transfer	2/3½
Bank Bills, on demand	2/3 5/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/3½
Credits, at 4 months' sight	2/4 3/16
Documentary Bills, 4 months' sight	2/4 5/16
ON PARIS.—	
Bank Bills, on demand	880
Credits, 4 months' sight	935
ON NEW YORK.—	
Bank Bills, on demand	51⅞
Credits, at 30 days' sight	53⅛
ON BOMBAY.—	
Telegraphic Transfer } Bank Bills, on demand }	167½
ON CALCUTTA.—	
Telegraphic Transfer } Bank Bills, on demand }	167½
ON SHANGHAI.—	
Bank Bills at sight } Private, 30 days' sight }	nom.
ON YOKOHAMA.—On demand	106
ON MANILA.—On demand	103½
ON SINGAPORE.—On demand	98⅞
ON BATAVIA.—On demand	124
ON HAIPHONG.—On demand } ON SAIGON.—On demand }	nom.
ON BANGKOK.—On demand	81½
SOVEREIGN, Bank's Buying rate	$ 8 60
GOLD LEAF, 100 fine, per tael	—
BAR SILVER, per oz	31 15/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong
Authorised Capital $50,000,000
Paid-up Capital $50,000,000
Reserve Funds—
Sterling £4,500,000
Silver $24,500,000
Reserve Liability of Proprietors $20,000,000

Court of Directors:
Hon. Mr. A. O. LANE—Chairman.
D. G. M. Bernard, Esq.—Deputy Chairman.
A. H. Compton, Esq. | W. L. Pattenden, Esq.
G. M. Dodwell, Esq. | J. A. Plummer, Esq.
G. T. M. Elkins, Esq. | H. P. White, Esq.
Hon. Mr. P. H. Holyoak.

Chief Manager:
Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—J. McARTHUR, Esq.
Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 3rd October, 1923. [27

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager
Hongkong, 14th November, 1922. [28

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

Paid-up Capital	£3,000,000
Reserve Fund	£3,600,000
Reserve Liability of Proprietors	£3,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.
Hongkong, May 8th, 1922. [31

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96, Boulevard Haussmann, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid-up Capital	Frs. 68,400,000.00
Reserve Fund	Frs. 59,607,283.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mengtse	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom Penh	Yunnanfu
Hanoi	Pondicherry	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Societe Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan and Co., French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

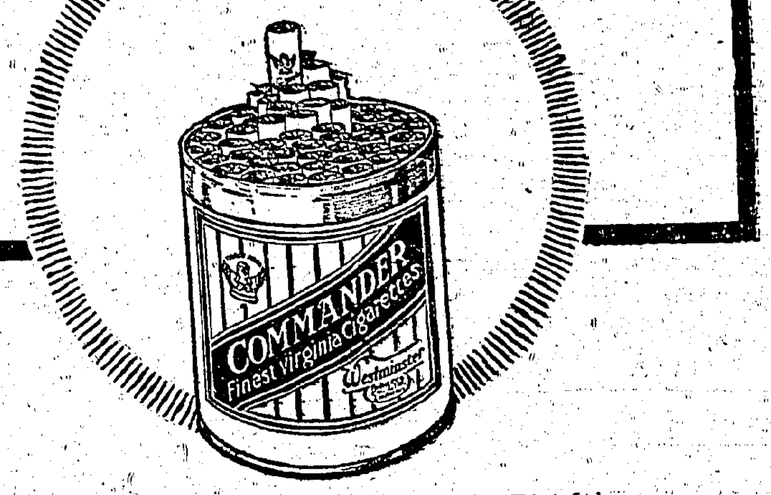
C. E. GOY,
Acting Manager.
Hongkong, October 1st, 1923. [32

"COMMANDER"

"Commander" stands supreme in it's power to satisfy the most fastidious smokers. It is a mild, pleasing cigarette made in a "Super Size".....

"Commander must be smoked to be appreciated"

Westminster Tobacco Co. Ltd. London



This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,200,000

BANKERS
THE BANK OF ENGLAND,
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Madras	Shanghai
Bombay	Howrah	New York	Simla
Calcutta	Kandy	Penang	Singapore
Colombo	Karachi	Port Louis (Mauritius)	
Delhi	Kota Bharu		

HONGKONG BRANCH:
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Manager.
7, Queen's Road Central,
Hongkong, September 28th, 1923. [30

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)
Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Funds	Yen 12,980,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchieu, Taichu, Tainan, Takow, Tamsui, Tobyen, Ako.
CHINA:—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTIES WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.
HONGKONG BRANCH,
4, Des Vœux Road,
Hongkong, 15th September, 1923.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:—
No. 10, Des Vœux Road C.,
HONGKONG.
Established 1919.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	500,000.00

DIRECTORS:

Mr. Pong Wai Ting, Chairman,	
Mr. Chow Shou Son,	Mr. Huynh Tai,
Mr. Li Koon Chun,	Mr. Kan Ying Po,
Mr. Fung Ping Shan,	Mr. Mok Ching Kong,
Mr. P. K. Kwok,	Mr. Wong Yun Tong
Mr. Kan Chiu Nam,	Mr. Chan Ching Shek
	Mr. Ng Chang Lok.

Chief Manager ... Mr. Kan Tong Po,
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:—	
LONDON	NEW YORK
PARIS	SAN FRANCISCO
SHANGHAI	YOKOHAMA
KOBE	SAIGON
NAGASAKI	PENANG
SINGAPORE	HANKOW
TIENTSIN	BATAVIA
MANILA	SOURABAYA
SAMARANG	BOMBAY
CALCUTTA	CANTON

London Bankers:—The London Joint City and Midland Bank, Ltd.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 per cent. per annum
For 6 months at the rate of 4 per cent. per annum
For 12 months at the rate of 5 per cent. per annum
KAN TONG PO,
Chief Manager.
Hongkong, February 28th, 1923. [34

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 73,000,000

HEAD OFFICE: YOKOHAMA.
Branches and Agencies at

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
Hamburg	Newchwang	Sydney
Hankow	Osaka	Tientsin
Honolulu	New York	Tokyo
Harbin	Peking	Tsinanfu
Kai Yuen	Rio de Janeiro	Tsingtau
		Vladivostock

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.

T. NISHIYAMA,
Manager.
Hongkong, 17th Sept., 1923. [39

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY.)

Established 1824.

A. Capital	F. 100,000,000 £8,333,333
Paid-up Capital	F. 80,000,000 £6,666,666
Reserve Fund	F. 19,769,180 £1,647,431
Special Reserve	F. 22,660,000 £1,888,333

Head Office:—Amsterdam.
Branches at
The Hague:—Rotterdam.
Head Agency:—Batavia.
BRANCHES:—

Bandjeomasin	Macassar	Shanghai
Bandoeng	Medan	Singapore
Bombay	Padang	Soerabaia
Calcutta	Palembang	Soerakarta
Cheribon	Pecalongar	(Solo)
Djembor	Penang	Tegal
Djokjakarta	Pontianak	Tjilatjap
Kobe	Rangoon	Weltevreden
Kota-Radja	Samarang	

Correspondence at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco., etc., etc.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.

W. H. GROSKAMP,
Agent.
Hongkong, August 14th, 1923. [37

THE BANK OF CHINA.
中國銀行
(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$60,000,000.00
Paid-up Capital	18,278,600.00
Reserve Funds	9,629,425.24

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Co. of New York.
New York Bankers:—The Irving National Bank.
The Equitable Trust Co., New York.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.

TSUYEE PEI,
Manager.
Hongkong, September 6th, 1921. [33

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